



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

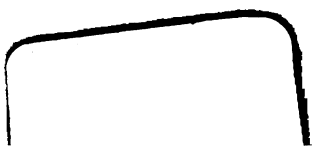
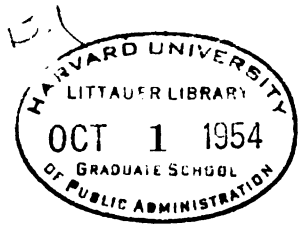
We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

L



HARVARD COLLEGE
AUG 7 1922

See 1251.1

LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

Interesting Comment on the Work of
Board of Adjustment No. 1

By F. A. Burgess, Chairman

A Plea for Co-operation

By A. A. Swartz, Div. 358

Cost of Fatigue of Workmen

Letter to the Membership on Insurance

By C. E. Richards,
Genl. Sec. and Treas. B. L. E. Insurance

Important Notice for Canadian Members

The Need of More Co-operation

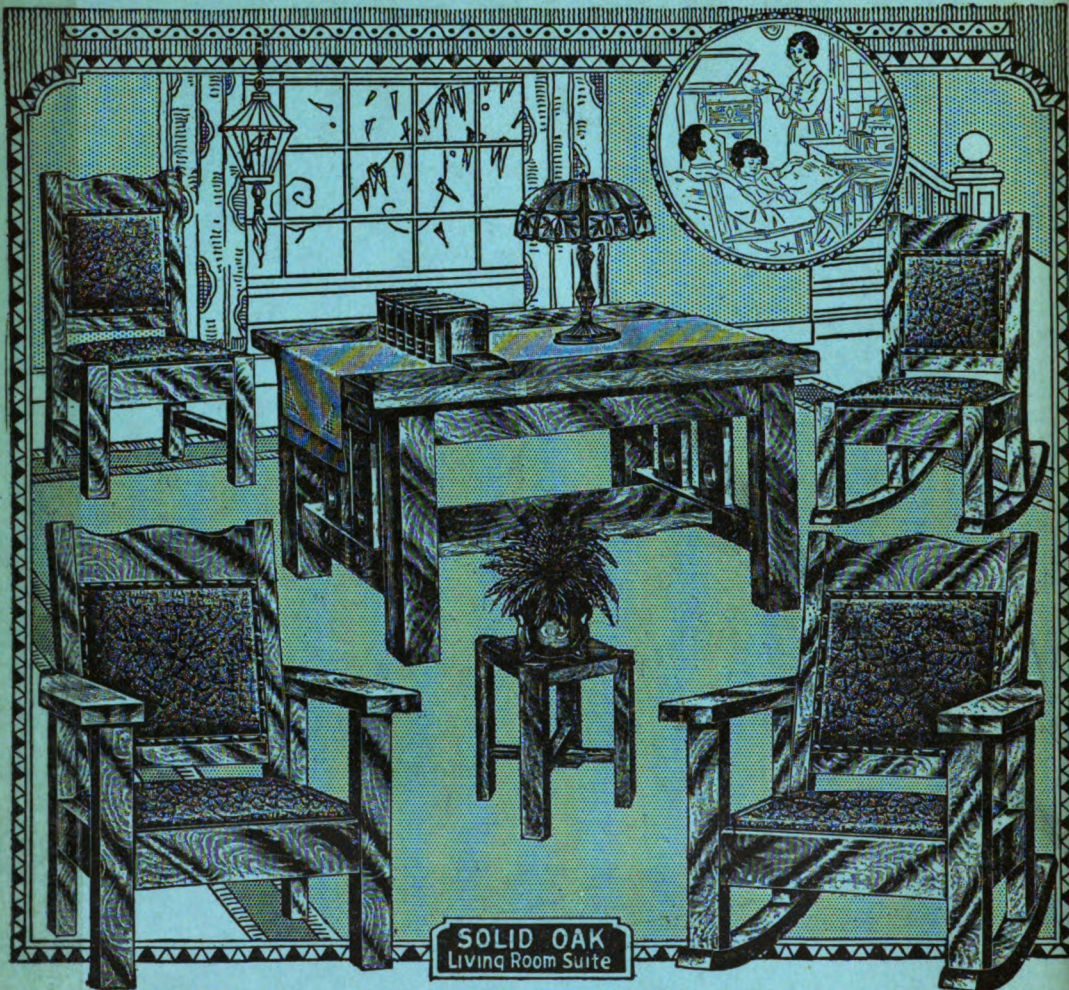
By E. H. Kruse, Special Insurance Solicitor

MacArthur's Cartoons

Vol. 55

JANUARY 1921

No. 1



SOLID OAK
Living Room Suite

Brings Hartman's Elegant 7-piece Suite

Richly Upholstered Backs and Seats, Beautiful New Design

Without doubt the greatest bargain in Mission furniture. Sent for only \$1 down and on 30 days free trial. Then, if not satisfied, send it back and we will refund the \$1 and pay freight both ways. If you keep it, pay balance, only \$3.00 monthly—over a year to pay.

Take Over a Full Year to Pay

This splendid suite consists of large Arm Rocker, Arm Chair, Sewing Rocker, Side Chair, Library Table, Tabourette and Book Blocks—all beautifully finished, fumed in a rich shade of brown, neatly waxed. Very massive and well braced—very durable. Rocker and chairs seats and backs are richly upholstered in imitation Spanish brown leather, well padded for comfort. Rear of backs are also upholstered with same material as front. Chairs and table are set on "domes of silence." Rocker and Arm Chair about 36 inches high and have seats 19x19 in. Backs 22 in. from seat. Sewing Rocker and Side Chair about 34 in. high, seats 16x16 in., back 21 in. from seat.

Extra Large Table 24 x 36 Library Table, stands 30 inches high; legs 2 inches square. Paneled ends and roomy bookshelf. Tabourette top, 10x10 inches. Height 16 inches. Book Blocks large and heavy. Shipped without delay (fully boxed, "knocked down" to save freight) from Chicago warehouse or factory in Indiana. Shipping weight about 180 pounds.

Order No. 110CMA15. Price \$39.95. Pay only \$1 down. Balance \$3.00 monthly.

FREE Bargain Catalog The great free 432 page Catalog offers you choicest styles and amazing bargains in furniture, rugs, linoleum, stoves, watches, silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines and cream separators, etc.—all on our easy monthly payment terms. 30 days' trial. Post card or letter brings it by return mail.

HARTMAN FURNITURE & CARPET CO.
3913 Wentworth Ave. Dept. 3149 Chicago
Copyrighted, 1921, by Hartman's, Chicago.

Upholstered Seats and Backs

HARTMAN Furniture & Carpet Co.
3913 Wentworth Ave. Dept. 3149 Chicago

Enclosed find \$1. Send the 7-Piece Living Room Suite No. 110CMA15 as described. I am to have 30 days' trial. If not satisfied will ship it back and you will refund my \$1 and pay freight both ways. If I keep it, I will pay \$3.00 per month until the price, \$39.95, is paid.

Name.....

Address.....

R. F. D.....Box No.....

Town.....State.....



JAMES C. CURRIE, S. G. A. E., B. L. E.

Died December 10, 1920

Brother James C. Currie, S. G. A. E.

BRO. JAMES C. CURRIE, who died Dec. 10, 1920, was born in Scotland, coming to this country when very young, and engaged in the service of the Pennsylvania Railroad Company in 1871, and remained in the service of that company as fireman and engineer for 25 years, and for the past 22 years was in the employ of the Nathan Manufacturing Company as its special representative.

Brother Currie's engaging personality won him many friends within the Brotherhood, where he was widely known through his activities at conventions, and he held the honored position of Second Grand Assistant Engineer at the time of his death.

When "Jim" Currie died, a noble heart had ceased to beat—the heart of one who loved and was loved. His wife and children pressed their kisses on his lips, friends without number honored and respected him. That was enough. The longest life could yield no more than the happiness he enjoyed. He was a good man—a kind man. He was our personal friend and beloved Brother, and while we grieve over his death we are glad to say that the world is better for his having lived.

W. B. PRENTER.



*Gift of
Publications*

LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED MONTHLY AT CLEVELAND, OHIO, BY THE B. OF L. E.
C. H. SALMONS, EDITOR AND MANAGER
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 55

JANUARY, 1921

Number 1

**Interesting Comment on the Work of
Board of Adjustment No. 1, by Its
Chairman, Bro. F. A. Burgess**

W. S. Stone, G. C. E., B. of L. E., 1116
B. of L. E. Bldg., Cleveland, Ohio.

L. E. Sheppard, President, O. R. C., O.
R. C. Bldg., Cedar Rapids, Iowa.

W. S. Carter, President, B. of L. F. &
E., 901 Guardian Bldg., Cleveland,
Ohio.

W. G. Lee, President, B. R. T., Ameri-
can Trust Bldg., Cleveland, Ohio.

Washington, D. C., Nov. 26, 1920.

Gentlemen: As doubtless you are aware, Railway Board of Adjustment No. 1, created by Federal Administrative General Order No. 13, will conclude its labors not later than March 15, 1921, and as the members thereof who represent Labor will probably resume their former duties as field officers representing their respective organizations, the writer has thought it proper to briefly report the work of Board of Adjustment No. 1, desiring to first state that my duty as an American citizen is the prime reason of my willingness to express my conclusions in this connection.

We would hardly feel contented to uncover our views if denied the privilege of explaining that such act was not at all influenced by selfish motives in expressing the thoughts herein contained which indirectly, if not directly, are in favor of retaining the Boards of Adjustment created by the Federal Administration. I think I can state with due modesty that I am of the opinion that my position as an officer of the

Brotherhood of Locomotive Engineers is one for life. This is only mentioned to emphasize the fact that this report is free from bias and uninfluenced by selfish motives. As a member of Railway Board of Adjustment No. 1 during its existence, I think I can speak from



BRO. F. A. BURGESS
Chairman Board of Adjustment No. 1

experience when I state the duties were very strenuous and many times uninviting; still, it is my opinion, that no person can successfully deny the fact that without such a tribunal a very difficult if not serious situation would

have arisen during the war-time period.

When, in the judgment of the President and Congress, the time arrived for our country to enter into the world conflict, it was realized that if we were to win the war there must be a constant and uninterrupted train movement, to transport our boys, their food, munitions of war, etc.; therefore, the Administration created what was termed Board of Railroad Wages and Working Conditions and three Boards of Adjustment.

Railway Board of Adjustment No. 1 began its duties before the other Boards, namely, March 22, 1918. These Boards were bipartisan. Board No. 1 was comprised of four gentlemen representing the railroad interest and four representing the labor interest.

From March 22 until Dec. 1, 1920, the Board has considered and passed on approximately 2632 cases, including approximately 271 discipline cases, and up to the transmission of this document they have been able to reach a conclusion in every case submitted. This could only be accomplished by the members of the Board disregarding their partisan views and their past environment and so far as they could attempt to pass upon the issue from a judicial attitude. We believe our method of procedure has been such that it cannot be questioned by any person, as it was and is the policy of the Board to decline to consider any oral or written evidence that was not disclosed to the opposite party. The Board while in executive session discussed all matters freely and without hesitancy and what either party had to say was stated frankly across the table, with due respect, of course, to every gentleman. In the beginning the Government assigned us two rooms, one for each side to withdraw and hold private consultation in order to reach a conclusion as to what they might surrender or modify, and it is particularly gratifying to the writer to be able to state that in no instance were such rooms used.

The time is drawing near when the Board will have no authority to function. Congress has provided for a Board under the Transportation Act, which, in effect, takes the place of the Board of Railroad Wages and Working Conditions and also the veto power exercised by the Director General. Congress also by implication arranged for

other Boards, but as yet no definite arrangements have been made for continuing the Boards of Adjustment and, in the judgment of the writer, none will be perfected. So at the moment the Labor Board stands in the attitude of settling all controversies. At least, it may be safely stated, that is the prevailing opinion.

This, of course, is a physical impossibility. There are not moments enough in the twenty-four hours for that or any other single Board to adjust all the controversies that will reach them, even though no time for meals or rest were taken. Therefore, of necessity their efforts promise to be futile and the concrete question at once arises, how long will the employees in railway service permit the policy of delay, evasion or procrastination to continue before resorting to the old drastic method? It may be quite possible that some of our citizens may believe that a cessation of traffic is impossible under the Transportation Act, but that is a small matter when compared with the deplorable condition, i. e., an entire absence of hearty co-operation and esprit de corps, which must obtain if the American people are to have the service from the railways to which they are entitled. This statement is made not from a theoretical idea, but from having actually been employed in railway service for 25 years.

We cannot be unmindful of the heavy tax that burdens the people through the increase in freight and passenger rates, nor can we expect they will tolerate such burdens unless the service justifies the expense.

It is not my purpose to cast reflection or impugn the motives of any person, but in my opinion there can be no more effectual way to remove the state of unrest that now exists than to continue the Board of Adjustment. As it is the universal opinion that the Railroad Labor Board cannot hope to render a prompt decision and delay only serves to breed discontent and injures or destroys the very intent of the Transportation Act, as it must be admitted the fundamental reason for such an enactment is to furnish the people with prompt, efficient and safe transportation, and the purpose of the act will be restricted if not actually lost, so far as the labor sections are concerned, unless the Labor Board can assist in making

the railway service more attractive, thereby insuring a constant supply of trustworthy employees.

It is well understood that the adjustment of wages is only one of the complaints that arise; there are many others which the men regard equally as important if not greater, such as discipline, seniority, rights to runs, application of wage orders to schedules, the revision of schedules, harsh and unjust examinations, interpretation of schedule rules, etc.

Under the Administration the decisions reached by the Boards were final. They were given the authority to apply a wage order to a schedule, but they had no authority to interpret a wage order, or to make one. The purpose of making their decisions final on such matters as come within their jurisdiction was to obviate the possibility of continued appeals, it being realized that the loser in a submission would probably always exercise the right of appeal if permitted; therefore, nothing would ever be settled and the mind of the worker would constantly be in a state of perturbation. If the Adjustment Board deadlocks or fails to settle the matter, the Labor Board should properly function, providing such appeal reaches them in accordance with the terms of the act. But all matters not pertaining to wages should be referred to the Boards of Adjustment, and if they cannot agree, then it might be proper to appeal it to the Labor Board.

It may be possible by law to prevent a strike, but that question (grave as it may be) loses its importance when compared to the loss of co-operation; employees who are forced to work against their will do not render the service that is desirable or necessary. If these thoughts are true, we are at once confronted with the query, "Can we hope for or expect complete stabilization in the railway service until some tribunal is created for the purpose of adjudicating controversies that are constantly arising?"

If press reports are partly true, we must believe that some of those who oppose the continuation of the Adjustment Boards are endeavoring to influence the public mind by spreading the doctrine through various Chambers of Commerce that the continuance of Boards of Adjustment is a menace to

safety and the prompt and efficient service demanded by the public. If the reports of the Railroad Administration and the performance of railway employees during the critical wartime period of our country are fairly considered, a sufficient refutation of that charge is found to satisfy the most skeptic mind.

Any Board that does not act with due regard for the rights of the railways and employees would not only ultimately fail to properly function, but if partial to the employees would prove to be their enemy in the end.

These words are not used in a theoretical or suppositious sense, but rest on the knowledge gained by two years' actual experience as a member of Railway Board of Adjustment No. 1. It was the consistent and strict observance of the rights of all parties to an issue that contributed to whatever success may have been attained.

No person can better appreciate than the members that many decisions were unsatisfactory to one or the other of the parties, which was not only natural but a normal human characteristic, for if either party did not expect a favorable decision the case would not have been submitted to the Board. Therefore, the only manner in which all criticism could be avoided was to render a decision in favor of both parties in each submission. As this was beyond the power of any "human agency," criticism was inevitable, and so realized by every gentleman serving on the Board. Fortunately the members had the courage of their convictions and acted in accordance with the dictates of their own conscience after full consideration had been given to the oral statements (if any) by the parties. The schedule rules and the submission, endeavoring at all times to refrain from reading into or out of schedule rules, language not contained therein; even then they were not controlled by the mere language of the rule, but rather by the context, the effects and consequences, the spirit and reason and what the framers thereof intended when the rules were written. In our opinion, to have assumed a more restricted attitude would result in delay or, worse still, a complete failure to function, and as the members had no fears of unjust criticism and did not desire to shrink from fair criticism, the

Board has unanimously reached a conclusion in every decision promulgated. Under the circumstances confronting them no one man could have his way, the members believing it was their duty to function and to compose the situation as far as possible by reaching a conclusion and whether for "weal or woe" they acted accordingly, and time alone will develop the fact as to whether they were successful or not.

Respectfully,

F. A. BURGESS, Chairman,
Railway Board of Adjustment No. 1.

Some Interesting Reflections by Henry Ford in The Dearborn Independent

One of the American poets has a line which runs somewhat like this—"All of good the past hath had, remains to make our own time glad." He probably had his own special thought about that fact when he wrote the words, and being a poet it is quite likely that some aspects of the truth, or illustrations of it, did not occur to him. But the heart of any great utterance, the quality that makes it live, is its element of truth. And many a truth is uttered, the full meaning of which is not comprehended by him to whom it is given to utter it. There is a prophetic element in truth—the future keeps fulfilling it.

If you begin even at so common a point as house furnishing, the poet's line still holds good. There was something about the old-fashioned furniture that not only satisfied the demand of utility but also satisfied the eye. The old chairs were not only strong and comfortable, but because they were that they were graceful also. They were pleasant to look upon as well as rest upon. They became old-fashioned in the eyes of a succeeding generation, and were displaced by strange designs which were often neither useful nor ornamental. But now, do you notice, they are coming back, the old-fashioned rocking chairs, the old-fashioned straight chairs, the old-fashioned sofas and the old-fashioned tables. And for no other reason than that they satisfy better than the new-fashioned ones.

This is perhaps more generally noticeable in the return of fireplaces. It was once the fashion to board up the fireplaces in old-fashioned homes and paper over the space. Stoves were all

the style. Stoves, of course, are useful, but people like to see the fire. Children love to see the "eyes of fire" shining through the sliding front doors of the kitchen cook-stove. Adults like the sight of fire in the old-fashioned self-feeder, now re-christened the base burner.

But none of these satisfy like the free leaping flames of the fireplace, and it is becoming quite the custom in many parts to build even the smaller homes with fireplaces. Our contact with fire is about the only natural contact we can keep in our city life. Fire is elemental. Fire is common to the earth beneath and the stars and suns above. We feel united again to the natural order in the presence of domestic fire. Simply to look at it—how it draws our gaze, how it fascinates us into dreams and visions!

There is a passage in the Bible which says all this in a few words: "I am warm; I have seen the fire." The very sight of fire, domestic fire, is comfortable both to the spirit and the body. The fireplace is coming back because it is one of the good things of the past which the present is not willing to let disappear.

It is so with wheels. In the earlier days everyone, or nearly every family, had its own conveyance. It was so much a necessity, a family necessity, that no one thought of it as a luxury. Animals were cheap, conveyances were easily constructed.

Then with the invention of steam transportation and the growth of cities, individual conveyances began to decrease in number, so much so that in England the term "gigman," or a man who owned a gig, was descriptive of aristocracy. Until a few years ago everyone, except a comparative few in the whole population, traveled by train or street car. And although the railway did a great deal toward diminishing the greater distances, it tended to increase the lesser distances. The intercommunication of the community was decreased. People could not so easily get about their immediate environment. It became difficult even to cross the space of a city. Wheels for local conveyance became fewer and fewer.

But once more the world is on wheels, and it will never get off them again. Individual and family transportation is not only a nation-wide but a world-wide

fact. Instead of there being less wheels under personal direction in the future, there will be more and better ones. What the past found good and necessary, the present is finding good and necessary, and it will be the same in the future.

So, you could go through the whole round of daily living and find the old things coming back. We are even going back to the use of water power to a greater extent than ever our forbears did. It may be that we shall sometime find many of the old-time domestic arts return to the household. What an influence for good it would have on trade at large if the households of the land learned again what constitutes good quality in clothing and food. We are being clothed with shoddy because we do not know how to identify good quality in the goods we buy. Our mothers could run their fingers over a piece of cloth and tell to the thread what constituted it. They were good buyers because they knew material qualities. But since the household arts have disappeared, we are at the mercy of the adulterator in foods and fabrics and other manufactured materials. Who knows but that the spinning wheel may yet return alongside the fireplace, the old settle, and the family conveyance? Who knows but that the family bake oven will return also? One thing is quite clear, if there were more of the art of baking bread in the land, the price of bread would more nearly conform to the price of wheat than it does now. But this phase of return to the old ways awaits a period of invention which will put at the disposal of the housewife the same improvements which have come to pass in other fields. We may yet see contrivances appear which will make the household more a self-sustaining community than it now is. Contrivances that shall separate the work from the drudgery will revolutionize the work of housekeeping, as they have done in other fields.

One former practice ought to come back at once, and that is the good old-fashioned habit of providing for the winter. All-the-year-round industrialism has had a tendency to make us an improvident folk in this regard. The fervor of the old-time Thanksgiving arose from the fact that men could see their winter provisions ahead of them.

They had a feeling of snugness and security. The woodpiles were ample, the cellar was stored with the substantial necessities of life. There was no dread of the ordinary preventable lacks of supply.

It would seem that this practice is well worth restoring and preserving. It is an undeniable fact that although we live in cities, although we have largely left the agricultural field, we are still affected by the seasons, just as it is true that although we have practically abolished night from our cities, we are still affected by the night. Civilization has not abolished winter in the least, only a few of its physical discomforts.

We should be approaching the winter in a better frame of mind if we could think of all the families of the country as well provided against their winter needs. If we could feel today, in looking abroad on our country and the world, that like the bees and the squirrels, the families of the earth had kept winter in mind all through the allurements to summer extravagance, and had fortified themselves against the slackness and needs of winter, it would generate a spirit of thankfulness which would be entirely purged of selfishness and would itself constitute a hymn of happiness.

The old ways were not so foolish after all. They met the old necessities, and the old necessities are with us yet. Life is a business to be managed, and a great many people are poor managers. This is not because they cannot be anything else, but simply because they have not grasped the idea that life is to be managed. The home is a little corporation in itself and needs something of the wise foresight, the wise repression of unprofitable impulses which keep other institutions solvent and afloat.

The old industry, the old thrift, the old preference of the necessary rather than the unnecessary, will help bring back something of the old material security.

"When water becomes ice," asked the teacher, "what is the great change that takes place?"

"The greatest change, ma'am," said the little boy, "is the change in price."

**Disciplinary Action Taken in Case of
Engineer E. H. Lipford, in Connection
with Breaking of Truck Journal
Under Engine 195, Train No. 14, Near
Stuckey, Ga., July 12, 1919**

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
RAILWAY BOARD OF ADJUSTMENT NO. 1

Seaboard Air Line Railroad
and
Engineers and Firemen

JOINT STATEMENT OF FACTS

Engineer E. H. Lipford, assigned to extra passenger service, was in charge of train No. 14, engine 195, operating between Americus and Savannah, Ga., on July 12, 1919. At a point near Stuckey, Ga. (98 miles west of Savannah), train was stopped, due to giving way of right back engine truck, it being a disputed point as to whether or not the journal was wrung or broke.

The journal in question was newly applied to engine 195 on July 5, and continued up to the time of accident to give trouble.

On leaving Americus, hostler turned the water cooler partly on right back box on the request of Engineer Lipford, who was oiling around.

On arrival at Cordele (30 miles east of Americus), the box was warm, and engineer punched it up a little. It blew up hot again just west of Abbeville (29 miles east of Cordele). Engineer remained at Abbeville 10 or 15 minutes packing up truck, and turned on more water. On reaching Helena (26 miles east of Abbeville), engineer worked on box 45 minutes, pulled out all waste and metal and replaced it with fresh dope and green grease. At a point about seven miles east of Helena, where a stop was made for passengers, the fireman got down with oil can, examined box and poured in some oil, stating the box was not smoking. On reaching Alamo (10 miles east of Helena), engineer states box was not smoking. At a point three miles east of Alamo, engine truck journal gave way when running at a speed of about 20 miles per hour, train coming to a stop without derailling.

POSITION OF COMMITTEE

The position of the committee in this case is arrived at from the reports

made on this engine, beginning the 5th and ending the 11th of July.

On the 4th of July, Engineer Poole reports, "Right back engine truck wheel wobbling." The mechanical department report showed that a new pair of wheels was applied on this date.

On the same date, engine was taken out 56 miles from Americus terminal and return, and the engineer reported that the engine trucks were running hot on return.

This engine was continued in service up to and including July 12, the date upon which the journal failed, and report of each engineer handling this engine, which was on a 200-mile run, with the exception of one day, which was 95 miles, reports this journal as being hot.

This engine is equipped with cold water pipe for the purpose of controlling bearings, when otherwise they would be uncontrollable. It is a well-known fact that if steel is heated up near to the point that we term "red hot," and water is applied, it naturally reduces the strength of the metal, and it is the judgment of the committee, in accordance with reports made on this engine, that this journal was continually hot and cold water continually applied, thereby practically destroying the metal, and it finally came to the breaking point and separated. We do not feel, under the circumstances, that this engine had the proper care of the mechanical people; in fact, we know it did not, or the accident would not have happened.

We call your attention to report made by Engineer Van Riper on the 8th of July; Mr. Van Riper being an engineer of thirty or more years' experience, in which he reports in the regular manner, and verbally to the general foreman, that this truck journal was cut and running hot—"Take it out, it won't run."

Also, we want to call your attention to statement of General Foreman Denham to the superintendent of motive power, that Engineer Swint, another engineer of approximately thirty or more years' experience, ran this engine the trip before the accident from Americus to Savannah without any trouble, but did get warm on the return trip. After he turned the water on it, it did not give any further trouble, and came into Americus perfectly cool.

In connection with this, would call your attention to Mr. Swint's report of July 10, in which he states, "Raise engine on right side. Right back engine truck hot."

Therefore, we feel that Mr. Lipford is not responsible for this failure, and request that he be paid for time lost, in amount \$136, and his record cleared for responsibility thereof.

POSITION OF MANAGEMENT

It is agreed that the truck journal in question, after having been newly applied on July 5, did run warm, or hot, on several trips prior to July 12, just as frequently occurs with journals newly applied; that an examination of the journal indicated that it was not cut, but had two small scratched places. A new brass was applied and, on the trip preceding the one when engine in charge of Engineer Lipford broke down, had given no trouble at all on the east-bound trip, but did run warm on the return trip, but no further trouble was experienced after the water was turned into truck box.

The company's position is that this journal was wrung, and that Engineer Lipford did not exercise necessary care and good judgment in not having given this box more attention during the initial stages of the run, and later in not having personally examined the box more carefully and taken such action as would not have made possible the wringing of journal on a passenger train. It is felt that if, after leaving Americus with the advance information which Mr. Lipford had of the trouble that this box had been giving, he had fully fulfilled his duties that the box in the first instance would not have become as troublesome, and after having become heated to the extent that it apparently was at Helena, it should have been personally and more carefully watched to preclude any possibility of an accident.

In administering discipline in this case, the company carefully weighed all facts and evidence, and gave careful thought to the theory which is now advanced by the committee, and feeling that there possibly might be some mitigating circumstances, applied twenty days' actual suspension as discipline, in lieu of much more severe discipline that would have been applied if this were a

case in which the company did not feel that the engineer was entitled to some special consideration.

DECISION

The evidence in this case would indicate that there was something wrong with this journal other than the ordinary heating of the journal.

In the opinion of the Board the engineer was not negligent in the performance of his duties and the claim is therefore sustained.

RAILWAY BOARD OF ADJUSTMENT No. 1,
F. A. Burgess, Chairman.
Washington, D. C., Oct. 9, 1920.

Claim for Local Rates of Pay in Mine-Run Service on Wyoming Division

UNITED STATES RAILROAD ADMINISTRATION
RAILWAY BOARD OF ADJUSTMENT NO. 1

Erie Railroad
and
Engineers and Firemen

JOINT STATEMENT OF FACTS

On the Wyoming division engineers and firemen in mine-run service are paid through freight train rates.

POSITION OF COMMITTEE

First. We claim that engineers and firemen are entitled to the so-called "local rates," because engineers and firemen handle the trains upon which the train crews are paid the local rates and because that under the heading "local freight rates" is found the following note in engineers' agreement of Sept. 1, 1917:

"This rate will be paid to engineers handling trains on which train crews are paid local rates."

In firemen's agreement of Sept. 1, 1917, under "local freight," the following note appears:

"These will be paid to firemen on trains on which engineers are paid local rates."

Second. And because of the fact that in closing up our revisions of schedule the general manager insisted upon placing in said rule the words "This not to apply to Wyoming division mine runs," we hope and expect that the decision of the Board of Adjustment

No. 1 will be in accordance with question and decision 41, viz:

"What rates will apply when schedule provides that engineers will be paid local freight rates on all runs when conductor is paid local freight rates? Decision—Local freight rates apply."

POSITION OF MANAGEMENT

First. Engineers' and firemen's agreement, effective Sept. 1, 1917, provides that freight rates will be paid to engineers and firemen for mine-run service.

Firemen's agreement specifies that freight rates will be paid for through-work, wreck, belt line, transfer service, mine runs, pusher or helper, and all other unclassified service.

Engineers' agreement specifies that freight rates include work, wreck, pusher or helper, mine runs and transfer service.

Second. Mine-run service is a distinct class of service and was so recognized by the Board of Arbitration in the matter of the controversy between the eastern railroads and the Brotherhood of Locomotive Engineers, and in their award dated Nov. 2, 1912, which became effective May 1, 1912, under freight rates appears the following paragraph:

"Through freight rates will apply on all work, wreck, pusher or helper, mine runs or roustabout, circus trains, and to trains established for the exclusive purpose of handling milk."

That firemen in mine-run service should be paid through freight rates is also recognized by the arbitrators of the controversy between the Brotherhood of Locomotive Firemen and Enginemen, as in their award dated April 23, 1913, which became effective May 3, 1913, Article II, section (e), reads as follows:

"Firemen on locomotives in pusher and helper service, mine runs, work, wreck, belt line, and transfer service, and all other unclassified service, will be paid through freight rates."

The Erie Railroad was a party to both of the above arbitrations and has paid through freight rates to engineers and firemen in mine-run service strictly in accord with the awards.

Third. In engineers' agreement of Sept. 1, 1917, appear the following

words, under the rates specified for "local freight":

"This rate will be paid to engineers handling trains on which train crews are paid local rates."

In firemen's agreement of Sept. 1, 1917, appear the following words under the rates specified for "local freight":

"These rates will be paid to firemen on trains on which engineers are paid local rates."

In engineers' agreement April 10, 1913, under the heading "freight," appear the following notes:

"Twenty-five cents per 100 miles or less is to be added for local freight service to through freight rates, according to class of engines."

"This rate will be paid to engineers handling trains on which train crews are paid local rates."

In firemen's agreement Jan. 8, 1914, under heading "freight," appears the following:

"Note—Fifteen cents per 100 miles or less is to be added for way freight or pick-up service to through freight rates according to class of engine used, miles over 100 to be paid for pro rata."

"This rate will be paid to firemen on trains on which engineers are paid local rates."

Mine runs are not at the present time, neither have they in the past, been included on this railroad under the local freight classification.

Local freight train classification includes only way freight trains handling less carload freight and switching at stations en route and trains designated as pick-up trains that are run for the purpose of picking up and setting off cars, or doing switching at local stations en route.

When the engineers' agreement, dated April 10, 1913, was negotiated, it was agreed that engineers would be paid "local rates" for handling trains on which train crews were paid local rates, and it was definitely understood by the engineers' committee that the trains referred to were the trains that were allowed pick-up (local rates) under conductors' and trainmen's rule, and did not apply to mine-run service. The same understanding was had with the firemen's committee when their agreement of Jan. 8, 1914, was negotiated.

This is the reason the notes referred to above appear in engineers' and firemen's agreement.

The best evidence that the question of rates to be paid for mine-run service was fully understood is that no protest was made until recently that engineers and firemen should be paid local rates for this class of service, although some of the engineers, several years ago, raised the question with H. A. Kelly, at that time general chairman of the engineers' committee, and were told by him that mine-run service was not local freight service and therefore engineers were not entitled to local freight rates. Mr. Kelly was general chairman when the agreement of April 10, 1913, was negotiated and was fully conversant of understanding reached at that time.

Simply because the arbitrators in their award to conductors and trainmen dated Nov. 10, 1913, which became effective Oct. 1, 1913, granted the same rate for two distinct classes of service does not obligate the railroad to pay engineers and firemen local freight rates for mine-run service.

DECISION

Claim sustained.

RAILWAY BOARD OF ADJUSTMENT No. 1,
F. A. Burgess, Chairman.
Washington, D. C.

Interpretation No. 5 to Decision No. 2

UNITED STATES RAILROAD LABOR BOARD

Brotherhood of Locomotive Engineers,
and Brotherhood of Locomotive Fire-
men and Enginemen

vs.

Louisville & Nashville Railroad Co.

Chicago, Ill., Nov. 16, 1920.

Question. Shall the passenger minimum, under paragraphs (a) and (b) of Article I of the existing agreement, which provides a daily minimum of six dollars and five cents (\$6.05) for engineers, and which is five cents (5c) in excess of the minimum rate established by Supplements No. 15 to General Order No. 27, be increased by Decision No. 2?

Decision. Yes. Under Article VI of Decision No. 2 it is provided that certain amounts per mile, per hour, or per day, shall be added to rates established by or under the authority of the United

States Railroad Administration. The minimum daily rate of six dollars and five cents (\$6.05) for engineers was established under General Order No. 27, and to this rate there should be added eighty cents (80c) as provided in Decision No. 2, thus making the minimum daily rate for engineers in passenger service six dollars and eighty-five cents (\$6.85).

By order of

UNITED STATES RAILROAD LABOR BOARD,
R. M. Barton, Chairman.

Interpretation No. 6 to Decision No. 2

UNITED STATES RAILROAD LABOR BOARD

Brotherhood of Locomotive Engineers,
and Brotherhood of Locomotive Fire-
men and Enginemen

vs.

Louisville & Nashville Railroad Co.

Chicago, Ill., Nov. 16, 1920.

Question. Shall the minimum rate for mine-run service, provided for in paragraph (b) of Article 4 of the agreement for engineers, which is six dollars and thirty-five cents (\$6.35) per day or for one hundred (100) miles or less, be increased by Decision No. 2?

The minimum rate was retained by reason of the fact that it was higher than the mileage rate authorized by the application of Supplement No. 15 to General Order No. 27 when certain classes of engines were used.

Decision. Yes. Under Article VI, Decision No. 2, it is provided that certain amounts per mile, per hour, or per day shall be added to rates established by or under the authority of the United States Railroad Administration. The minimum daily rate of six dollars and thirty-five cents (\$6.35) for engineers was established under General Order No. 27, and to this rate there should be added one dollar and four cents (\$1.04) as provided in Decision No. 2 (mine runs coming within the class of service for which freight rates are paid), thus making the minimum daily rate for engineers in mine-run service seven dollars and thirty-nine cents (\$7.39).

By order of

UNITED STATES RAILROAD LABOR BOARD,
R. M. Barton, Chairman.

BOOST THE PLUMB PLAN

Requesting a Rule Defining What Constitutes Local Freight Service

RAILWAY BOARD OF ADJUSTMENT, NO. 1

Room 733
No. 1300 Pennsylvania Ave.
Washington, D. C.

Atchison, Topeka & Santa Fe Railway
and
Engineers and Firemen

The issue in this case is thus set forth in the joint submission:

"Request a rule defining what constitutes local freight service and submit the following proposed rule: 'Switch at two or more points, switch one hour at one point, load or unload freight at two or more points.'

"Article III of the Western Arbitration Award, effective May 11, 1915, follows:

"A minimum of thirty (30) cents per hundred miles, or less, is to be added for local freight service to through freight rates for engineers and firemen, according to class of engine. Miles over hundred to be paid for pro rata.'

"Question 69, in the Book of Rulings as to the Meaning or Application of the Award, follows:

"Where but one freight train is run on a branch and does all local as well as through freight work, could the 30 cents differential be applied?"

"The decision of the Board on the above question follows:

"As the award contains no definition of local or way freight service, the Board feels that the matter will have to be governed by character of the work performed or by conditions establishing local or way freight trains on each railroad.'

"It is the contention of the organizations that a rate having been established by the Board of Arbitration for local or way freight service, there must of necessity be some rule defining the service to which the rate applies.

"In conformity with that understanding they have proposed the rule quoted in the above request.

"It is the contention of the company that it has been the practice to transfer, from time to time, certain runs from through freight class to way freight class and that each such case

should be determined on its merits when presented."

DECISION

The Western Arbitration Board by which the thirty (30) cents differential was awarded to engineers and firemen in local freight service did not define the trains or service to which such differential should apply, but it was known that service of this character existed to a greater or less extent on all railroads and it was contemplated that the differential would be applied in such service.

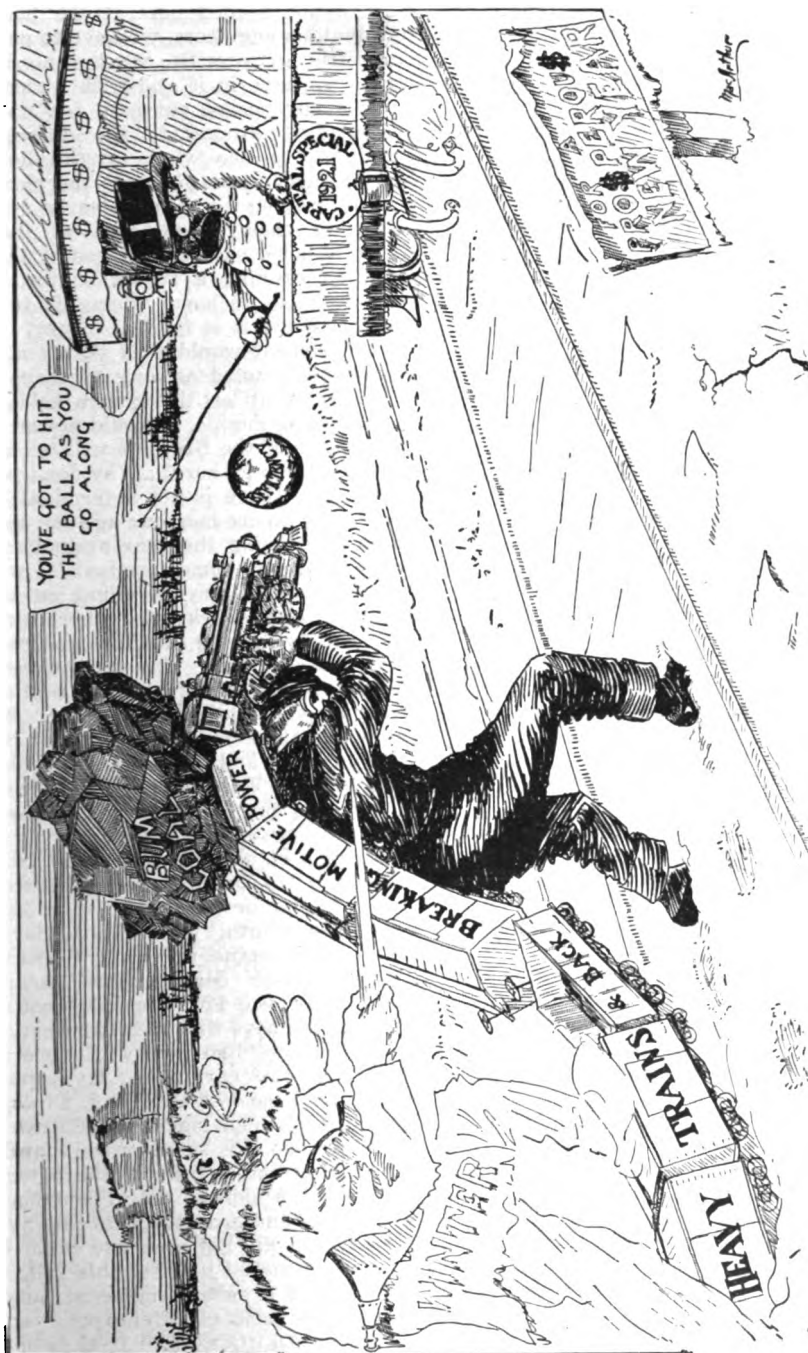
In the absence of specific rule defining local freight service, the management and committees should have agreed upon the service or trains to which the higher rates would apply. The parties at interest having been unable to reach such agreement, the Board decides that the local freight differential of thirty (30) cents per one hundred (100) miles over through freight rates shall be paid to engineers and firemen on all trains where conductors and brakemen are paid local freight rates.

Back pay under this decision shall be computed and paid to the effective date of the arbitration award, May 11, 1915.

RAILWAY BOARD OF ADJUSTMENT No. 1,
F. A. Burgess, Chairman.

The commodores of finance and the captains of industry are trying to absolve themselves of blame for stopping the Interchurch World Movement. They are saying that the Movement was wrecked on the rocks of "impractical enthusiasm," when the fact is it was not wrecked at all, but merely stalled for want of the rocks of finance pledged to it by those same commodores of finance and captains of industry who vainly hoped to escape investigation by playing the old con game of getting on the inside where they might have a hand in guiding the proposed investigations of the Interchurch Movement themselves.

The "Old Jordan" distillery will move from Harrodsburg, Ky., to Cuba, and Col. John Thompson will go with it at a salary of \$2000 a month. Oh, my old Kentucky home, GOODNIGHT!
—*Houston Post*.



TRYING TO DELIVER THE GOODS

CORRESPONDENCE

All contributions to our Correspondence columns must be in not later than the 10th of the month, although matter for the Links or Insurance Departments sent in before the 17th will be published in the next issue.

It matters not whether articles are written on one side of the paper or not, so that you have something to say that will be of interest to the readers, or of benefit to the Brotherhood.

Writers may use any signature they like with their articles, but should also give their name and address.

All communications to the Journal are subject to revision or rejection by the Editor, as he is held legally and morally responsible for same.

Take Your Choice

Its nice to think of winter.

In the sorching summer time,

When to ask a one to labor

Seems but little short of crime;

When we feel we'll not be able

Just to walk another step,

Our appetite has taken flight,

Together with our pep;

Then we wipe the perspiration

From off our troubled brow,

And sadly say, "Let come what may,

I wish 'twas winter, now."

It's nice to think of summer,

When the winter time is here,

With cold and storms, in various forms,

And all the world seems drear;

When we quiver, yes, and shiver,

As the winter breezes sting,

And wonder how in thunder

We can stick it out till spring,

Our choice just then is easy

To decide, as it is clear,

How much bummer than the summer

Is the winter, When It's Here.

JASON KELLEY.

Do You Think This Is Fair?

I agree with Bro. C. C. Wallace of Div. 546 when he says "Scrap the Chicago Agreement." I am working on a "system rights" road with between 3000 and 4000 miles of track, and when you come to chase an engineer away from home on a system like this, and call a switch engine or the extra list at 3000 miles per month a job of running, I will say it is going some. I started to work here in 1907. I did my first running in 1912 and joined the B. of L. E. at the end of same year and still be-long. Two years ago before the fire-men wanted the Chicago Agreement enforced, we could drop back firing for a couple of months when business got slack and we were not needed as engi-neers, and have the pleasure to use our

seniority rights and stay at the home terminal. But never again, for when we are not needed now at the home terminal, as engineers, we have to pack our little grip with what seniority rights we have in it and with a clear-ance in our pocket put in a few days deadheading around to the different terminals to see what we can hold, leaving men, years younger, the pleas-ure of staying at home, nearly two-thirds of them single men at that. There is not a man on the system that kicks on running a switch engine, or on extra list at home when his turn comes, even if it is for less money. If the Agreement would read that a man cannot be demoted as long as there is a younger man on the system holding a chain-gang engine, it would not be so bad. Some of the Brothers will tell us, Why don't you go here? Why don't you go there? There is not a terminal on the system where men our age can hold a job of running the year around and have it for our home terminal. I will gladly move to any terminal on the system if I can work out of there for a year, without having the Chicago Agree-ment chase me out. The way business fluctuates here, we are just as well off living at one terminal as another. We can work about six months out of the year at home and the rest of the time play tramp. We cannot go back firing at home as long as there is a younger man running on the system.

A bunch of us were sent away from home and we had our choice between switch engine or the extra list at 3000 miles per month, with two-thirds of that switch-engine mileage. I took a regular switch engine after looking things over, and I was making just as much as the boys with me that went on the board; we had plenty of time to figure up our earnings. My switch engine paid me \$7.20 per day, 28 days per month, which made me \$201.60.

A year ago this summer while away working on the extra list there were two different months that I could not make both ends meet out of my pay check, and I did not miss one call.

Business picked up here this fall, so I could hold a switch engine at home, so I came back to Minneapolis and worked until Oct. 5. I then got "bumped," and thinking that business would pick up in a couple of weeks, so I could hold an engine again, I asked

for a leave of absence and took a job pushing a truck for \$4 per day, eight hours. It was good, steady employment, too, but what I liked about it most, I had the pleasure of living at home, and making just as much as I could clear away from home on switch engine or the extra list. I will be glad to do it again when business drops off so I cannot hold a job running an engine here at home.

Think it over, Brothers, and ask yourselves how you would like it that men only four or five years in the service are permitted to remain at home and draw \$260 to \$290 per month, while you, with nearly 14 years of seniority, are compelled to work away from home under expenses that leave you, as has been my experience, but \$111 to support your family and pay Brotherhood expenses.

This, Brothers, is not what the veterans in the service aimed for when they fought for the senior rule, and are we of this generation going to continue to forfeit our inheritance as we are now doing? There may be some who would like to see us do it, but I, for one, am protesting against doing so.

MEMBER DIV. 494.

Why Should Hostling Positions Come Under Exclusive Jurisdiction of B. L. F. & E.?

In considering the many unjust conditions of the Chicago Joint Working Agreement, believe Article I, Sec. (a), giving the B. of L. F. & E. exclusive right to make and interpret rules, rates and working conditions governing hostling positions, should also come in for very serious consideration, and should be abrogated or at least modified, so as to give the B. of L. E. some voice in the hostling question.

A hostling position is not a fireman's work; it is, pure and simple, a job of handling locomotives or other power, and we are always maintaining that such work belongs to an engineer, so why should these positions be turned over to our "friends" when we have so many in our own ranks who would be glad to have one of these positions? Brothers who have ridden the modern battleships for years, and out of luck, would be glad to get a little relief this way, maybe not permanently but for

at least a year or so, or perhaps some Brother who has received an injury that would require him some time to get well, would be glad to have such a position for a while, and last, but not least, the extra Brother when cut off of extra board during business depression would be glad to stay at home and take a job handling engines instead of roaming the country trying to find a position, which is impossible on account of the vast number of paper engineers created and waiting at all division points by Article X of the Chicago Joint Working Agreement, to get on engineers' extra board, and which it will take years to dispose of.

The way it stands now, this is impossible, as you may be sure our "friends" are seeing to it that the rules that are made allow only firemen to have these positions; and again, why should we be willing to enter into and maintain an agreement of this kind, which absolutely "hog-ties" the engineer as far as a hostling position is concerned?

On our outside hostling positions, before a fireman can qualify for one of these positions he is compelled by the company to pass the mechanical and Book of Rules examination, the same as a yard engineer, which should prove conclusively it is not a fireman's position, for when he passes these examinations he is considered the same as an engineer by the company, so why should we agree to give them the jobs, as in Article I, Section (a), when even the company recognizes them as engineers' jobs?

Prior to Jan. 10, 1920, there were quite a number of large trunk lines that engineers legislated for hostling positions, and a large number of engineers were employed in these positions, but at the last B. of L. F. & E. convention attention was called to Article I, Section (a), giving them the right to make rules, etc., governing hostlers, and that they ought to make them so the firemen should get these positions, and immediately after the convention they started to do so, and a test case was put up to our executives, which after several months of controversy resulted in them insisting that this article be lived up to strictly and all hostling jobs be turned over to the firemen, and under date of Jan. 10, 1920, the two executives issued Rulings Numbers 565, 566, 567, 568, 569

and 570, to be found in Book No. 2, Digest of Rulings on C. J. W. A., and which took hundreds of good hostling jobs away from our Brothers; for, mind you, they were not content to leave the men on the jobs until they gave them up or took other runs, but these rulings were made retroactive, and regardless of protest of the managements, they had to give them up now and get off, and some of them spent months before they were again entitled to go back on engineers' extra board, while our "friends" who had good jobs of firing took them, and our men lay around, unable to do anything. Why should this be so, when in several instances where engineers have handled question of shop engines being placed on yard rates and working conditions, making them the best positions in the yard, when it came to placing an engineer on these jobs we were told the ruling would not be retroactive, but that the hostlers who held the shop engines prior to placing them on yard rates and rules would remain on them until they gave them up of their own volition, which they would never do, as they were the best daylight jobs in the yard, when we got through with them. So what incentive have we to try and better these conditions, just to turn them over to our "friends"?

We earnestly hope and pray that the delegates to our next convention will see to it that Article I, Section (a), is abrogated, or at least modified, so that the B. of L. E. will also have a look-in on these jobs, that, as to our way of thinking, is strictly handling engines instead of firing them, and that we will not have to give up all of the "cream" to our friends in order to be able to work with them. I can hear some of our double-headers say, why the hostling jobs always went to the firemen, where they had hostlers. Can only say times are changing and it is about time we were coming into our own, at least in a small way, and we carried the load to increase the hostlers' rate, and to create a great many more hostler positions than there were a few years ago, and we are at least entitled to some of the positions.

A. R. PAINE, Div. 502.

Wake Up, Brothers, and Say Something for the Good of the Order

At a banquet given by the B. of L. F. & E., Lodge 696, on Oct. 16 last, to which I had the pleasure of being invited, I met 12 or 15 firemen and enginemen that at one time or other fired for me, and some of them belong to Div. 220, B. of L. E. I noticed also some of the engineers from the west end of the Chicago & Alton, running from here to Booth, who have joined the Firemen. They had been looking for the B. of L. E. to do something to admit them joining here, but the official ruling that was made in a similar case would not permit them to hold their membership here. I hope that Section 77, page 48, Statutes, be changed at our next convention. Let men join the Division on the system where they can attend the meetings instead of losing two days' time and ride 315 miles to do so. I doubt if there is half of the membership could recognize a Brother, or know how to accept a traveling card. There are too many owners of automobiles now to get enough members together to hold regular meetings, and if Section 44, page 38, was enforced, half of the Divisions would have a poor showing of holding their charters.

Lots of the members never come to meetings unless they get into trouble or have some grievances to take up.

I get a letter in the JOURNAL every month from Jason Kelley. At least I think it is for me. He says "Dear Bill," and that must be me or Bill Prenter. There is some real stuff in those letters, and I wish more of our Brothers would read the JOURNAL and Kelley's letters. In the October number he says, "I am trying to figure out who'll be our next President." He says "It should be a great race." Well, the race has been run and the victory won. And I can tell Brother Kelley I was on the winning side. I might have voted differently if I had known who our friends were. Labor has been trying to tell us, but mentioned no names for Illinois.

I remember one time we had a Legislative Board in Illinois, but it was abolished. Can anyone tell me why? There are 44 Divisions in Illinois, and I believe its Legislative Board did good work in many ways, such as securing

BOOST THE PLUMB PLAN

the headlight law, safety appliances, wash rooms, lockers, bunk houses, and a thousand other things that made life on the railroad worth living. And when the time came to know our friends we received a list of their names. In this election we were left to guess. I don't know if we guessed right, but the way it looks a good many guessed the same way.

I notice quite a lot of matter in the October and November JOURNALS I should like to discuss. I will do so later. I think a great deal could be said for the good of the Order, but the members are timid about saying it. I notice some are in favor of the Chicago Agreement and about as many against it. Wake up, good Brothers, and say something. I notice our pension is climbing up to the one million and a quarter mark. W. P. STRUNK, C. E. Div. 220.

Hints to the Membership

When a certain senator in Pennsylvania said, "No party need ever worry about the labor vote," he evidently knew what he was talking about. That is, judging from the result of this last election. All of the "enemy" of any prominence were re-elected and the most objectionable one of all by a plurality of two to one in Iowa. Of course, his partner was defeated at the primaries in Wisconsin, but a cabinet position will probably be his reward, all of which seems to prove what an unimportant factor we are in national politics.

We may be too apprehensive about how we are going to fare in the next four years, but think it might be well to have it understood that while we don't know enough to vote, we will probably know enough to resent being poked in the rear with a bayonet. It is possible the incoming administration will profit by the good example set by the outgoing one, but it is hardly probable that we will ever have as good a friend in the White House again as we have had during the last eight years. The present peace and prosperity of the working men in general, and railroad employees in particular, is a fine object lesson for those who are soon to take hold of the reins of government, and if they need a further lesson they can look over to England and see how to

get along without trying to govern by injunction. Anyway, let us hope that the worst is not yet to come.

J. E. W. of Div. 545 has suggested in November JOURNAL a two-cent differential between through and suburban service. If he is in suburban service in Chicago, he ought to be getting double the through rate. I was in that service there, once, myself. This Brother should be commended for suggesting there should be a classified passenger as well as freight rate of pay. If we can't have time and one-half on passenger, let us have at least a fair rate for the regular service and, by the way, let us have the B. of L. E. bulletin and assign runs to the engineers.

J. BALENTINE, Santa Cruz, Calif.

Report of Meeting of Safety First Committee, Snake River Division, A, B & C Railroad

Chairman O. U. Dodger opened the meeting by expressing his deep satisfaction at the progress of the safety movement. He then read the following reports received from the Snake River division, which, he stated, the executive committee had satisfactorily adjusted:

No. 1. Report of Engineer D. Kasey, that on the Snake River division there were a number of engines having quadrant notches so worn that reverse levers would frequently jump out with engine working, which he said was dangerous. Having a desire to get at the real source of the trouble, the executive committee, the chairman said, had referred the report to the general foreman of the machine shop, who put up the quadrants, so as to learn from the source just what was the cause of their failure before the engines had made their regular mileage. The G. F. said he had observed that the quadrants of engines coming in for general repair showed that the enginemen, in working their engines, seemed not to have varied the position of the reverse levers sufficiently so as to utilize all the notches in quadrant. This, he said, was proven by the fact that while all the quadrants were much worn at some points, at other points they showed comparatively little wear.

This, said the chairman, disposes of the case, and let us hope that its edu-

cational feature will not be overlooked, which plainly suggests to enginemen that the best way to avoid excessive wear in any particular part of the quadrant is to vary the positions of reverse levers as much as possible so as to distribute the wear and make it more uniform.

By so doing there is a double benefit gained, in that injuries to enginemen from reverse levers flying out will be eliminated, and the quadrant will run from shop to shop without needing repair.

No. 2. Report of Engineman John Doe of the Night Hawk Express.

Mr. Doe reports that on the part of the Snake River division where the automatic block signal is used, the flagmen, in general, are not going out far enough to give proper protection to following trains. He cites no particular instance however, and since there is no specific case shown we can only comment in a general way. So the committee recommends that should there be a tendency on the part of flagmen to "short flag" in block signal territory, as Mr. Doe states, the enginemen should govern themselves accordingly. The block signal system, they must know, has been installed at great expense to the company to facilitate traffic movement, for which reasons engineers should double their vigilance and be prepared for any emergency in such territory and not expect the same flagging as where there are no automatic means of protection provided to assist the flagman. Of course, the rules call for the same flagging in all main-track movements, but judgment should be exercised to avoid the train delays incident to long distance flagging, which should not be necessary in automatic block signal territory. We have consulted the opinion of the master mechanic, B. Wise, on this question, and he concurs with the conclusion of the executive committee.

No. 3. Report of Pool "Engineer O. Seemore."

Engineer Seemore reports the joints on pipes and valves in cab sometimes are in such condition as to not only make it dangerous to health of enginemen, but that sometimes it is impossible to see through cab windows account of moisture and frost on them caused by steam leaks.

This matter was referred to the trainmaster, who assured the committee that if the leaks in cab were such as to compel the enginemen to keep their heads out of the cab windows at all times when engines were running, they were a blessing in disguise. He also reported a growing tendency on the part of enginemen to run with windows closed at the expense of safety, particularly in zero weather.

Basing its ruling upon this reliable testimony, the executive committee decided that the personal comfort of enginemen, as a factor in the upkeep of locomotives, was but a secondary matter, safety being always of the first consideration. It was recommended, however, that in extreme cases, where the steam in cab was such as to make it impossible to read the time-table, the enginemen should make special mention of the fact along with their regular report of cab conditions upon their arrival at the terminal.

The business program being finished, the chairman of the meeting was presented with a perforated concrete water bucket by the members. He was visibly affected by this expression of the esteem in which he was held by his co-workers, but dried up like a leaky mill after getting a bucket of bran and responded like the exhaust of a pooled superheated hog with the packing rattling around in the cylinders like dice in a box. A resolution to publish the report of the proceedings was passed. The meeting then adjourned, after giving three cheers and a tiger for Safety First.

JASON KELLEY.

Bro. Edmund T. Jones, Div. 554, Retires from Active Service

Bro. Edmund T. Jones of Charles Cobb Div. 554, Little Rock, Ark., was retired from active service by the Rock Island Railroad Company on Feb. 15, 1918, at the age of 70 years.

Brother Jones commenced his long railroad career in 1863, and fired the first engine into Murfreesboro, Tenn., after the surrender of that city during the Civil War. His engineer's name was James Lipy. Like many of the veteran engineers, Brother Jones worked on several roads before going to the Rock Island where for eighteen and one-half years he pulled trains 43

and 44 between Little Rock, Ark., and Memphis, Tenn.

He was married at Dickson, Tenn., on Nov. 6, 1870, and he and Mrs. Jones celebrated their fiftieth wedding anniversary on Nov. 6, 1920.

Brother Jones had been a member of the B. of L. E. for over 35 years, so he has but four more years to go to receive the honorary badge of membership in the Grand Division. The aged couple have many friends who wish them all the happiness possible in their declining years, and earnestly hope that the sunset of their well-spent lives will be a long and happy one. EDITOR.

Bro. A. E. Hines, Div. 449, Elected as a Member of the Georgia Legislature

On Sept. 1, 1920, the membership of Div. 449 decided that they were entitled to representation by a member of their Division in the Legislature from Sumter county, a banner county of the commonwealth. The locomotive engineer being accustomed to deciding questions on the moment, when such decision involves the lives of the people and property in the millions, very quickly selected Bro. A. E. Hines, Local Chairman of Div. 449, to be their standard bearer. They communicated their intentions to the business men and farmers of the city of Americus, and the county of Sumter. They met with instant co-operation, and the fight was on, just seven days before the date of the primary. There were already four candidates announced, but Brother Hines' candidacy swept the country like a prairie fire, with this difference, however, that instead of anyone trying to stop it, the popular demand fanned the flame so as to make the victory the more complete, and when the ballots at the primary were announced Brother Hines was found to head the list of candidates by a large majority, and the general election of Nov. 2 resulted in his election to be a member of the next Georgia Legislature by an overwhelming majority. Brother Hines, in age, is about half way up the ladder, and is at this writing standing on the 28th rung as a member of the B. of L. E., eleven years as Local Chairman of Div. 449, and 32 years in the employ of the Seaboard Air Line, continuously three years of the total being in other

service than engineer. Brother Hines is also President of the Railroad Employees Co-Operative Store in Americus, and the store is doing wonders for the stockholders in the matter of reducing the high cost of living.

Brother Hines is also the owner of a beautiful Sumter county plantation, and has made a success as a progressive farmer, as well as in other directions. Brother Hines has lived practically all his life in the beautiful little city of Americus, and he says that it is good enough for kings to live in, and why should it not be good enough for anybody to live in? and that visitors or permanent residents will be welcome always. It should be the policy of the Brotherhood in the future to put some of our Brothers in all the law making bodies of the United States, and then we will get some consideration, and in our judgment we will not get much attention until we do. So why not do as Div. 449 has already done, make a start? A good beginning assures success.

THE SPIRIT OF THE TIMES.

Time for a Change

As there has been nothing in the JOURNAL from Div. 66 on the Chicago working agreement, I have decided to write about our conditions.

We have about ninety hostlers at Milwaukee shops, and before this agreement was forced on us the jobs were bulletined every thirty days. There are about twenty-five of these jobs that pay main line pay, and we have men that have been on these jobs for years. Also men that have been sick or have sickness in their families, and everybody has been satisfied the way we were working until this agreement was forced upon us.

Last week two or three men that belong to the B. of L. F. & E. went to their Local Chairman, demanding that agreement be enforced.

There were men in hostling service with from fifteen to thirty years' rights belonging to both Orders; some are totally disabled at the present time from running on the road, and we cannot see anything but what it is taking away their seniority rights. There is one man that belongs to our Order that has twenty years' rights, and has

been paying into the Order for a good many years that took a job helping a hostler that was hardly born when this man was promoted, and now the B. of L. F. & E. is going to have him taken off. Now if we were allowed to take a vote on the C. M. & St. P. Railway to abolish this agreement there is no doubt but the vote would be 98 per cent against working under it.

When I went into the B. of L. E. about ten years ago I learned to try to work in harmony, but at present there is more dissatisfaction and ill feeling among the men than ever before.

Now, Brothers, if we are going to let the B. of L. F. & E. run us out of our jobs I think it is very near time that we pull away from them, and this should be done at once, as we got along without them before.

JOHN WILKINS, Div. 66.

Let Us Do Our Part

Before going to the 1915 convention as a delegate, our present Secretary-Treasurer, Bro. W. W. Brantlinger, came to me and said, what a great thing, in his opinion, it would be if we would start a B. L. E. bank. The more I thought of and studied the matter over, the more I became convinced that it would be the greatest thing possible for its members and the organization, and guided by that impression I wrote the resolution, which provided for the starting of a B. L. E. bank, and introduced it to the convention. The resolution was referred to a special committee and later adopted by the grand body, but was left to the judgment of the Grand Officers as to the opportune time to start it.

The opportune time came and the bank has started with the brightest prospects, and if our 85,000 members will give the bank the support they should, we are sure to have one of the greatest banks in the United States. Let every member that possibly can start a savings account, even though it be ever so small, and transact all financial business possible through your own bank, if you wish to make it a grand success.

We all know that our Grand Officers at the head of this bank can be trusted and will see that it is conducted in the

most beneficial manner for its members, the organization and outside patrons as well.

We have started a Savings Club in Div. 287, and we hope to have many of our members join it.

Let each Division do everything possible to encourage its members to lay aside something for that "rainy day," or the time in life when the weight of years bears down so heavily upon us.

I feel that the next convention will authorize the erection of a new bank building that will take care of the ever growing business, and will be a building that will be sure to be a credit to the organization.

So now as members, let us join hands and do our part to the limit. You, as one member, have just as much of a part to perform as any other member. Center your interest in the bank, patronize it in every way possible, Brothers, and when you do this, you are not only helping yourself and the Brotherhood, now, but in after years you may be able to look back and say with pride, that you did your part in making a success of the B. L. E. Co-Operative National Bank.

D. G. MYERS, Div. 287.

Let Us Manage Our Own Affairs

There has been a great deal said about the Chicago Agreement, and there is good reason for any engineer to wish it turned down.

When you sit in committee with engineers who are representing the firemen you begin to realize what it means to have two organizations of engineers, for they not only want to represent the firemen but the engineers who are members of the B. L. F. & E. as well.

Not long ago I served on a joint committee of which there were eleven engineers representing the engineers and about the same number of engineers representing the firemen. Let us attend to our own business, and if some "No Bill" engineer wants to represent the firemen, let him do so, but not represent any engineer.

We are tired of the pretension of the firemen's representatives talking about co-operation and brotherly love, etc., while at the same time they are con-

tinually inducing the promoted man to remain in the firemen's organization, to the detriment of the B. L. E. and every man running an engine. That kind of bunk goes against the grain, and it seems to me that the time has come when the B. L. E. should insist upon managing the affairs of its members in a way to suit them, however it may suit others, who for every good reason are not worthy of consideration.

A MEMBER.

A Plea for Co-operation

The past issues of the JOURNAL contain contributed articles on the Chicago Joint Agreement, which seems to be the paramount issue. It is gratifying, to me, to have the question discussed, by the Brothers expressing their ideas for and against it. All phases of Agreement are elicited, thus enabling the Standing Committee of the B. of L. E. and the B. of L. F. & E. to judge what are the wishes of the majority of the members they represent and what would serve the interest of all concerned. Their findings and agreement to be referred to the convention.

SOME OF THE OBJECTIONS

"Mileage limit regulation in the Chicago Joint Agreement is against us when it comes to asking for more pay, as we will be met with the charge of restricting our own income or earnings."

Following the wage proceedings for increase in pay to all classes of service, I have come to the conclusion that the greatest difficulty in securing increased rates is, that too many have not been restricted in mileage, allowing them to make abnormal mileage, and consequently an abnormal pay check. These abnormal pay checks have and will be used by the company before the Wage Board with telling effect; also, these abnormal pay checks will be given publicity in the Associated Press, as they were in the 1913 and 1914 wage controversy in the western district. Recall an enclosure in the paper, so conspicuously displayed that anyone could not escape notice, engineers making more than governors in four States. Such news, without any explanation how it is

made, leads those reading it to believe that this is about the average pay of engineers, thus prejudicing them against an increase, depriving the majority of engineers of an increase they are entitled to.

The attitude of members of Wage Board on the mileage question is expressed by the Railroad Wage Commission and concurred in by Director of Railroads, Mr. W. G. McAdoo, will be found on page 20 of General Order No. 27, Section 5, as follows:

"Since the application of the increase hereby granted will tend in individual cases to give increases greater than appropriate or necessary to those train and enginemen who make abnormal amounts of mileage and who, therefore, already receive abnormally high monthly earnings, the officials of each railroad shall take up with the respective committees of train and enginemen the limitation of mileage made per month by employees paid on the mileage basis, so as to prevent employees now making such abnormal mileage profiting by the wage increases herein fixed, greatly in excess of employees habitually making a normal amount of mileage. It shall be understood that any such limitation of mileage so arrived at shall not preclude the officials of the railroad from requiring a train or engineman to make mileage in excess of the limitation when the necessities of the service require it. The officials of each railroad will report to the Regional Director such arrangement agreed upon and any cases of failure to reach such agreements."

You will note that the Wage Commission recognized these great inequalities and made those recommendations. These customs are of such long standing and the men without studying the wage question feel it is their moral right to insist on not being restricted in their mileage and earnings. "Moral right" is influenced and determined by habit and customs, largely, and as habits and customs change so will such rights be changed; therefore, what men considered as their "moral right" in the past and present will be changed in the future. We must consider these questions more in a brotherly spirit and give consideration for the welfare of all who are responsible for the needs and demands of transportation which we are engaged in.

ARE OUR CUSTOMS AND RULES CONDUCTIVE
TO THE BEST INTERESTS OF THE MEN
WE REPRESENT?

Much has been said and is being said about seniority. We should all, regardless of age or seniority standing, consider this question with an open mind and a determination to do justice to all. If our practices, after a thorough investigation, dictate that a change should be made, we should not hesitate to make the change. Anyone who has grown up with the railroad problem, as affects seniority, or who has studied the question, would not wish that seniority be abolished. Seniority has its abuses as well as its good qualities.

The framers of this just and proper provision for the oldest in the service never intended that it should be used as an excuse for long hours and excessive mileage. Its purpose was to protect these men in the choice of preferred runs, with home lay-overs, etc. We have gone on record as favoring an eight-hour day; to be consistent, we should limit our mileage to 3000 miles per month. In conjunction with this we should insist on an expense account when away from home. Anyone in train and engine service making more than the maximum should be required to relinquish claim to further time, if there is a member on the extra board, or available for the extra board, who is making less than full time.

INJUSTICE THAT IS APPARENT

That some men lacking the essential characteristics of true brotherhood make abnormal wages by working abnormal hours while other members of the same Brotherhood are unable to secure enough work to properly maintain themselves and their families, may readily be shown. For instance, take a division where eight crews will find employment at 3000 miles each. Men, under permission of present rules, make 3800 miles and thus deprive about 30 per cent of our Brothers making the wage that they should, and greatly reducing the earnings of a larger percentage. It costs the man on the extra board just as much and often more to live than the man holding a preferred run, and his welfare should be equally the concern of our Organization.

I realize that my attitude, which,

seemingly, is a radical departure from our established customs, will at first meet with great opposition, but it is written with a view of having members express their views so that the membership will have the advantage of all ideas of changes for the betterment of the Organization, and for a closer co-operation of all organizations for their mutual welfare, with due consideration for all. The Chicago Joint Agreement is not a perfect agreement, but we certainly are in favor, as evidenced by our agreements between the organizations and the companies, there are few, if any, that would advocate the abolishment of these agreements. With the same reasoning let us endeavor to discover the irregularities in the Chicago Joint Agreement, remove them as far as humanly possible, and work in good faith with it. A. A. SWARTZ, Div. 358.

Bro. George H. Hutchins, Div. 572,
Retires on Pension

Bro. George H. Hutchins of Div. 572 retired recently from the service of the Boston & Maine railroad at the age of 72 years, 55 of which were spent in the service of that company. Born in 1848, he commenced railroading when but 17, and his career has been one of unqualified success. In addition to being an engineer of the first class he commanded the confidence and respect of all who knew him because of his many sterling qualities, and the regard in which he was held by the people in general is attested by the fact that he was elected mayor of his home city, Berlin, N. H., for three successive terms, besides representing it at the General Court, New Hampshire House of Representatives, and was elected this year to the General Court at Concord, N. H.

His terms of public office were marked by an adherence to the highest principles of citizenship, founded upon his exemplary Christian character.

Brother Hutchins had rare success in his long railroad career, having met with but one serious wreck, when his engine ran into a washout and rolled over an embankment with him, but he miraculously escaped injury.

Brother Hutchins joined the B. of L. E. at Concord, N. H., in Div. 13, November, 1875. He afterwards joined Div. 61 and later transferred to Div.

335 and then to Div. 572, Woodsville, N. H., where he is still a member.

The Boston & Maine retired Brother Hutchins on a pension, and his many friends wish him the happiness and contentment he has so well earned by his long and faithful service.

A MEMBER.

Government Ownership

It is quite noticeable that the question of Government ownership of railroads receives scant attention from the public press, and while it is possible that money, which is the most potent argument at this date, has been used to keep people in general from becoming interested in the matter, it has been the recipient of much favorable comment from labor journals, and in fact some of them have championed it so vigorously that a reader could hardly imagine the subject has a negative side, but some employees who have studied the situation are of the opinion that it would be unfortunate for us if the Government should take the roads, because our congressmen, who would handle them under such conditions, are elected by popular vote, and as the voters who pay tribute to the roads greatly outnumber those who draw pay from them, it is not hard to figure whom the politicians would cater to, and if they are taken over by the Government it will be only a short time thereafter until men will be campaigning for a seat in Congress on the issue of reduced railroad rates, and will be elected, for the reason that such a platform will appeal to the majority of voters and final results will be unfavorable for us, as people in general are of the opinion that wages and rates are synonymous, and have some grounds for the opinion, as the Director General raised the rates when he advanced our pay and told the public it was necessary to meet the increased expenses, and the idea was confirmed when the second increase in our pay was accompanied by an advance in railroad rates, and the possibility that the advance was not necessary has no effect on public opinion.

It is true that our experience under Government control was very satisfactory, but we should consider that it was in times when expenses were a secondary consideration and that the roads

were under the control of one man, whose authority was supreme, and as conditions demanded uninterrupted traffic we met little resistance in having requests granted, but conditions will be vastly different if the roads are taken over in normal times; because each congressman will have a voice in managing the roads, and as they are responsible to a grasping public for retention in office, it is a certainty that each would frame his vote to suit the majority, in which event we would receive no consideration, and if they should find that employees' wages interfered with a public demand for reduced railroad rates, we will have to remember that it has not been long since the Supreme Court decided that Congress has power to handle the wage question.

It has been said that railroad men have votes enough to keep the railroads out of politics, but the expression was probably made thoughtlessly; for it is within the power of a citizen of this country to seek an office on any issue which pleases his fancy, and if any are optimistic enough to think that the people in general will not vote to reduce railroad rates, it is someone who has come in contact with a different class of people than it has been my lot to meet.

J. L. BOYLE, Div. 422.

There Must Be Something Wrong

There must be something wrong with a thing that causes so much dissatisfaction among the men as does the Chicago Agreement. As a member of Div. 824 I have been a close observer of the operation of the Agreement and the discussions in the JOURNAL regarding it. To my way of thinking, the Agreement gives the firemen all the best of it, for which reason the engineers really have a kick coming. It is well to have a general understanding of what the membership wants, for now is the time to instruct your delegate, so when he goes to the next convention he will know how to vote for the best interest of those he represents. The Agreement should be amended, or perhaps it would be well to abolish it entirely at the next convention, and let the B. of L. E. conduct its own business, without interference from any source.

MEMBER DIV. 824.

Chicago Joint Working Agreement

During the past few months I have noted with much interest the various articles that have appeared in the columns of our JOURNAL concerning the Chicago Joint Working Agreement, and have observed that a great many who have expressed themselves on the subject seem to think that the only thing essential to the well-being of the B. of L. E. is the "scrapping" of this Agreement. They seem to feel that it is the only thing that stands between the B. of L. E. and perfect harmony. Now, while there are certain features of this Agreement that could be improved upon, I am of the opinion that as a whole the Chicago Joint Working Agreement is a good thing, and that it is surely serving a very useful purpose in our ranks. And if anybody thinks that the elimination of this Joint Agreement is going to stop the conflict between the old engineers, who do not like the idea of having their mileage restricted, and the young engineers, who stand to be cut off and sent to the farm as a result of giving the old engineers all the mileage that human endurance will permit them to make, they are in line for a very rude awakening. And it appears to me that we are treading on very thin ice when advocating the annulment of this Joint Agreement, for, after all, the only real objection that I have heard advanced is Article XI, and the only solution offered to this is, cutting out the word "equivalent." Should this be done, you can very readily see what would be the result; it would enable some Brothers to double their wages, while others would be compelled to work every day to earn what they are now allowed to make.

In my opinion, 95 per cent of the conflict that now exists over mileage regulations is right in our Divisions, and not between the two organizations, as some would make it appear, and seem to think. The Chicago Working Agreement is at the present time being used for a convenient dumping ground for many of our individual Organization troubles, which will exist long after the Chicago Joint Working Agreement is dead and buried, and which did exist long before this Agreement came into being. We have always had, and will continue to have, conflicting inter-

ests existing between the old men who might be inclined to be selfish and the young man who is trying to hold on to the extra board and make a living.

It was my privilege to be a member of the B. of L. E. long before the Chicago Working Agreement was negotiated, and the conflicts that we used to have over the regulation of the various lists are very fresh in my memory, but apparently many have forgotten these things and are inclined to believe that the Chicago Joint Working Agreement caused all the strife. Some go so far as to say that the B. of L. F. & E. are running things over the B. of L. E. on their property, or words to that effect. This, in my opinion, can only happen where the B. of L. E. Committee has failed to function. To eliminate the Chicago Joint Working Agreement would naturally bring back the old fight between the organizations with added bitterness, just at a time when we can ill afford to enter into a fight with anybody, because it would enable our real enemies to come in and exploit all of us while we were fighting among ourselves, and we have no business fighting among ourselves without good and sufficient reasons at any time, for we will, in my opinion, have enough to do in the next year or two to hold what we have as against the enemies of organized labor. It is to be noted that many argue that the firemen have not given us the membership they promised us, and to meet this I would ask them to compare our membership of 1912, which was 71,000, as against the present, which is 85,080, a gain of over 14,000 members. This would not indicate that we are being swallowed up by anybody.

However, if scrapping the Chicago Joint Working Agreement would improve conditions in the B. of L. E. or be conducive to harmony, I would be willing to give my support to such a move, but after a very careful analysis of the situation I cannot anticipate such a result. And I favor retaining the Chicago Joint Working Agreement and making such improvements and modifications as can be made from time to time. On the other hand, if the elimination of this Agreement was to be decided upon by the B. of L. E., you may rest assured that provisions will be made to take care of mileage regu-

lations, and if that is done there is very little to be gained by eliminating the present Agreement, for in view of the unpleasant results that would obtain in list adjustments and wage negotiations following the removal of all restrictions on high-paying runs, it seems that the B. of L. E. would be forced, as a matter of self-preservation, to continue to supervise the mileage made by engineers. It may occur to many that I am a young runner and materially affected by the mileage feature of this Agreement, but such is not the case; to the contrary, I have been in regular freight service for a number of years and have about 20 years' seniority as an engineer to my credit. Yet I believe that the matter of mileage regulation is essential to the well-being of the B. of L. E., to which I subordinate my personal interests.

Finally, I believe that the major portion of the criticism that is offered against present conditions is really traceable to the mileage restrictions. And I would beseech the Brothers to just stop for a few minutes and give this matter serious consideration from all angles, for I firmly believe that the annulment of this Joint Agreement, at this time, would be suicidal, not only for the B. of L. E. but for all labor organizations. And if any Brother doubts this statement, let him read what Judge Sisk of the supreme court of Boston did on Friday, Nov. 5, 1920, and read the following, coming from the *Wall Street Journal*:

"It is obvious that the plan for syndicalizing the railroads has found its final resting place in the waste basket. Some of us are beginning to realize, if the well-paid union leaders are not, that unionism, as a force in politics, is dead. Never more will it be able to bulldoze Congress into passing another Adamson law. The Department of Labor, manned by union officials, and willingly under the thumb of the American Federation of Labor, will in its present activities pass out of existence next March."

So, be not deceived, my Brothers. Big Business has its ear to the ground, and you may rest assured that just as soon as they get their line of procedure mapped out you will hear from them. And when Big Business has once spoken, I fear it will take the combined

efforts of not only the B. of L. E. and B. of L. F. & E. but of all labor organizations to hold to what they have at the present time, which Wall Street says was granted by a bulldozed Congress.

R. L. E., Div. 301.

A Good Time to Talk Things Over

Most of the criticism aimed at the Chicago Agreement refers to conditions already provided for in Article I, page 96, of the B. of L. E. Constitution. It seems to me that the law is laid down in that Article about as plain as is possible, so that if there is any meddling on the part of outsiders with anything covered by that Article, the fault is ours in permitting it to be done, and it merely shows a weakness on our part instead of a fault in the rules to cover the situation.

Article II of the Agreement provides that in case of a dispute between the two organizations, and all others have failed to settle it, the matter will be referred to the two chief executives, whose conclusion will be final.

I should say that is a wise provision, a piece of real constructive legislation, for which the convention passing it should be commended. Did you ever stop to think how much pleased the railway officials would be if they could keep the members of both Orders divided?

There are some things in the Agreement that have worked to the general good, especially that which limits the mileage, for we saw during the wage controversy the great publicity the railroad managers gave to the high peak of earnings of engineers, with the intent to convince the public that all engineers earned high wages. They kept the wages of the men in the \$150 a month class in the background. Those high peaks of wages were the greatest obstacles our representatives had to contend with in seeking an advance in our wages, so if only for the effect it has had in restricting the earnings of some, I favor the Chicago Agreement. I also would favor a regulation that would make the members bear the burden of expense of our organization in proportion to their earnings, and arranging so the extra man will have a chance to earn as much as the regular pool man, and the yard men allowed to

make the full calendar month. I also recommend that an effort be made to keep the cost of our insurance a little below that of the B. L. F. & E., five per cent at least, and arrange our policies in every possible way to induce those engineers in the B. L. F. & E. to come in where they belong, and they should not be permitted to enjoy the senior rights we have established for engineers unless they do come in.

This is a good time, Brothers, on the eve of our convention, to talk these things over, so let us know what you think about them.

MEMBER DIV. 400.

Some Recommendations from the Secretary-Treasurer of Div. 731

A few words about the Joint Working Agreement and its application on our line. We are just an ordinary group of engineers and firemen, such as are found on most present day railroads. Our engineers, with a few exceptions, possibly, are in accord with the mileage the Joint Working Agreement allows, and when the board is slow our extra men do not suffer, as adjustments are promptly made, but our members do not like the idea of the B. of L. F. & E. having anything to do with the handling of our board, or the saying when adjustments shall be made or men come off, or go on.

I carry a great deal of our insurance, but have not joined the Pension Association, although I consider it a very good thing, but what I think is needed fully as much, if not more, is some benefit feature that will carry a member when he has lost out until he gets another job running on some log road or flagging a crossing perhaps, for if the Chicago Agreement operates in other places as it does here, there is little chance for a man to get a real job running once he loses out. As I look at this, my wonder is, how would the firemen like it if the engine watchmen and others in their organization interfered with a fireman getting another job firing once he lost out? The firemen of today, and more particularly the young runners, should be looking to improve the standing of the senior men, by way of paving the way which they will have to travel later, but if not, he will find the conditions that seem good enough to him now will not

look so good when he is contending against them, for he may as a result of the surprise tests and other conditions of latter day railroading, be made to walk the plank.

In regard to the Chicago Joint Agreement, which has been given so much attention of late, I will say further that I hope the delegates to the coming convention will go instructed to retain the rules limiting the mileage of engineers, but put aside the rest of the Agreement.

H. A. MURRAY, S.-T. Div. 731.

HONOR ROLL

Under this head will be printed only photographs of members who have received the Honorary Badge for forty years' continuous membership in the Brotherhood, together with a brief history of their railroad careers. In the case of members who have been retired from service on account of the age limit, their history alone will be printed.

The Advisory Board has so ruled, as the increasing cost of these pictures threatens to make the cost of getting out the JOURNAL exceed the price of it.

Bro. James M. Underwood, Div. 121, Completes 52 Years of Continuous Service for Big Four Railroad

Bro. James M. Underwood completed his 52 years of continuous service for the Big Four Railroad Company when he brought in the Knickerbocker Special on time on Aug. 31, 1920. Although having reached the age of retirement (70 years) on Aug. 15, at the request of the officers of the company he continued on his run until the end of the month, when he retired on pension, having ended an active career that any man might be proud of.

It is something to have stayed in the game for more than half a century, but it is a crowning feature to be able to hold up one's end with the best of them right down to the finish, and a little beyond, as Brother Underwood has done, and retire with a record that is an unfailing testimonial to his loyalty no less than to his sterling manhood and his skill as a locomotive engineer.

Brother Underwood, as was true of so many of the pioneers, commenced his railroad career when very young, he being but 18 years of age when he started to work for the Big Four Railroad Company. He is yet an active man in spite of his age and long service, and his many friends wish him many years of happiness.

JOHN MYERS, Div. 121.

Bro. Dennis (Admiral) McGraw Presented with Honorary Badge by Div. 713

Bro. Dennis McGraw, better known among his associates as "the Admiral," was born in Davenport, Iowa, Nov. 17, 1856, and commenced firing on the Missouri, Kansas & Texas Railroad in 1873, where he continued until promoted in 1878, joining the Brotherhood the same year in Div. 178 at Sedalia, Mo. He ran out of there until 1879, when on account of poor health he was compelled to go west, going to work on



Bro. Dennis (Admiral) McGraw, Div. 713

the Denver & Rio Grande Railroad, where he remained until 1884, going from there to the Wabash road, where he stayed until 1889. From there he came to the Rio Grande Western at Salt Lake City, Utah, where he is still employed.

Brother McGraw is the proud possessor of the honorary badge of membership in the Grand Division, an honor he is justly proud of, and one that he carries with becoming dignity.

G. I. NORTON, S.-T. Div. 713.

"Mind Your P's and Q's"

We are told that this expression had reference originally to the pints and quarts chalked up against a rustic at the village alehouse.

When his score threatened to become too disproportionate to his prospective wages, the alehouse-keeper generally administered a timely warning in these set terms.—E. R. R.

Are There Fewer Tramps?

Fewer persons were killed on railroads during 1919 than in any year since 1898 and fewer were injured than in any year since 1910, said a statement issued by the Interstate Commerce Commission.

During the last year 6978 persons were killed and 149,053 injured, compared with 6859 killed in 1898 and 119,507 injured in 1910. Of the killed during the year 273 were passengers and of the injured 7456 were passengers; 2553 trespassers were killed and 2658 injured. Railroad officials said there were less persons out of employment and fewer tramps than formerly, because of the war.

Railroad Men's Home

The following contributions were received at the Home during the month ended Nov. 30, 1920:

Summary

| | |
|--------------------------------------------------------|------------------|
| Grand Division, B. of L. E. | \$4524.84 |
| Grand Division, O. R. C. | 152.32 |
| B. R. T. Lodges | 94.00 |
| Interest, Liberty Bonds, Second Issue | 42.50 |
| Grand Lodge, L. A. to B. R. T., for Entertainment Fund | 25.00 |
| Div. 421, O. R. C. | 20.00 |
| Div. 11, L. A. to O. R. C. | 10.00 |
| Div. 804, G. I. A., for Entertainment Fund | 7.00 |
| James Costello, Div. 270, O. R. C. | 1.00 |
| C. S. McKay, Div. 119, B. of L. E. | 1.00 |
| A. S. Lunt, Lodge 877, B. R. T. | 1.00 |
| A. W. Foster, Lodge 357, B. R. T. | 1.00 |
| W. P. Kennedy, Lodge 625, B. R. T. | 1.00 |
| | \$4880.16 |

Miscellaneous

| | |
|----------------------------------------------------------|--|
| Div. 348, G. I. A.—Two quilts. | |
| Div. 359, G. I. A.—Box of home jelly and jams. | |
| Lodge 42, L. S. to B. or L. F. & E.—Box of canned fruit. | |
| Div. 283, L. A. to O. R. C.—Three dozen bath towels. | |

JOHN O'KEEFE,
Sec.-Treas. & Mgr.

BOOST THE PLUMB PLAN

TECHNICAL

Air Brake and Other Problems

BY T. F. LYONS

RATE OF BUILD-UP OF BRAKE CYLINDER PRESSURE

Question. We seem to be having considerable trouble here of late in handling our passenger trains, due to the slack running in and out, causing rough stops. In trying to reason out the cause, one of the thoughts that came to my mind was this trouble due to the brake cylinder pressure building up too rapidly when a service application of the brake was made, as the brakes on our trains appear quite snappy? Therefore, would ask what controls the rate of build-up of brake cylinder pressure, and is this within the control of the engineer? Any information on the handling of passenger trains will be greatly appreciated.

M. L. G.

Answer. In looking for an answer to your question in a general way it may be said that slack action in any train is produced only by a change in velocity between the various cars comprising the train, the severity of the shocks depending upon the rate at which the change in velocity takes place, and the weight and number of cars in the train. In order for any car in the train to change its velocity at a greater rate than other cars during brake applications, the braking power for such car must be greater than obtains on other cars in the train. It may be further stated that the severity of the shock produced will depend greatly on the rate of speed, and the amount and rate of producing brake cylinder pressure.

Where it is possible to control the "build-up" of brake cylinder pressure, through manipulation by the engineer, that the brakes may be applied slowly, particularly until the slack has adjusted itself, shocks may to a great degree be avoided. On the other hand, if it is impossible for the engineer to control the brake cylinder pressure in the beginning of a brake application, to provide for a slow movement of the slack in the train, even though all other features are favorable, rough handling will follow. Inability to provide low brake cylinder pressure may be due to small

brake cylinder volumes in proportion to auxiliary reservoir volumes, on account of short piston travel, or the use of too large an auxiliary reservoir. Where slack action occurs with uniform piston travel, and shocks are produced during brake applications, it may be brought about by the time element and amount of cylinder pressure obtained in connection with same; that is, the brakes in one end of the train may apply very effectively in advance of the brakes on the other end, or due to great difference in percentage of braking power on different cars throughout the train. In the former case, eliminating the time element would reduce the slack action. In the latter case, providing for a slow rate of build-up of brake cylinder pressure would reduce slack action and shocks consequent to same. The latter method, however, would increase the time in which the brake could be applied and necessarily increase the stopping distance.

The rate of building up brake cylinder pressure in a service application of the brake is dependent upon:

1. The rate of fall of brake pipe pressure.
2. Amount of piston travel.
3. Size of auxiliary reservoir.

The rate of fall of brake pipe pressure is controlled, first, by the predetermined rate of reduction of equalizing reservoir pressure, as determined by the preliminary exhaust port in the automatic brake valve, which is 20 pounds in six seconds; second, by the length of train, as with a train length such that the outflow at the brake pipe exhaust port at the brake valve can reduce the brake pipe pressure at the same rate as the equalizing reservoir pressure is being reduced through the preliminary exhaust port, the rate of the preliminary exhaust governs the rate of application of the brakes on the train.

When a train is longer, however, this is not possible and the rate of brake pipe reduction, and consequently of brake application on any car, is determined by the length of the train, also the amount of brake pipe leakage which may affect the rate of brake pipe reduction; and as the brake cylinder pressure cannot rise at any greater rate than the brake pipe pressure is being reduced, and as this varies with the length

of the train, it will be seen that this time factor must be considered in train braking.

The amount of piston travel determines the volume to be filled with air, and is such a factor in brake operation that its variations affect every operation of the brake, not only in the power developed in the brake cylinder, but also varies the time required in obtaining this braking power. When a given reduction of brake pipe pressure is made, the triple valve automatically reduces the pressure in the auxiliary reservoir an equal amount. The total volume of compressed air thus measured out from the auxiliary reservoir is delivered to the brake cylinder, where it produces a pressure on the brake cylinder piston proportional to the volume of the brake cylinder as determined by the piston travel; and the time required, like the pressure, will be less or greater as the piston travel may vary. Thus it will be seen that it is possible to obtain several times the braking power on one car as compared with another, in the same length of time, due only to variation of piston travel.

The size of the auxiliary reservoir plays an important part in brake operation. It must be remembered that in any application of the brakes the brake cylinder pressure and the time required in obtaining this pressure depends upon the ratio between the volumes of the cylinder and auxiliary reservoir, and the amount and rate of brake pipe reduction. It sometimes happens that large size auxiliary reservoirs are used for the one purpose of obtaining a desired brake cylinder pressure in an emergency application of the brake, and while the large size auxiliary reservoir made possible the desired requirements in emergency braking, yet it worked to a disadvantage in service operations, resulting as it does in high brake cylinder pressure following light brake pipe reductions, and the rapid building up of this pressure, causing a snappy action of the brake and sudden changing of train slack. In considering a remedy for your trouble it may be said that the rate of brake pipe reduction, length of piston travel and size of the auxiliary reservoirs is something over which the engineer has no control, but where any, or all, of these conditions are affecting smooth operation of the brakes, good

results may be obtained by taking a little more time in stopping, that is, let the first brake pipe reduction of an application be from five to seven pounds, then giving time for the train slack to adjust itself, when such further reductions may be made as the service requires. Great care should be taken when making or completing a stop at low speed.

SIZE OF AIR VALVES

Question. Will you please say what size air valves are used in the different Westinghouse air pumps? R. E. A.

Answer. The diameter of all air valves in the 9½-inch compressor is 1½ inches; in the 11-inch compressor, 2 inches; in the cross-compound compressor, the receiving and final discharge valves are 2 inches in diameter, while the intermediate discharge valves are 1½ inches.

APPLICATION CHAMBER AIR

Question. Where does the air come from that goes to the application chamber in an emergency application with the No. 5 ET equipment; with the No. 6 ET equipment? R. S. E.

Answer. With the No. 5 equipment the application chamber and cylinder is connected to the pressure chamber and equalizing reservoir. With the No. 6 equipment, no air goes to the application chamber, as this chamber is cut off by the equalizing slide valve, and pressure chamber air expands into the application cylinder only.

Air, at main reservoir pressure, also flows to the application cylinder through a small port in the automatic brake valve, called the blow-down timing port, and the pressure obtained in the application cylinder is controlled by the safety valve of the distributing valve.

WHISTLE SIGNAL BLOWS WHEN INDEPENDENT BRAKE IS APPLIED

Question. When the independent brake valve handle is moved to application position, sometimes the air whistle will blow while at other times it will not. I have examined the signal line carefully for leakage and failed to find any. The whistle seems to work all right when the trainmen pull the cord, but wants to blow when you set the straight air. What is the cause of this and what is the remedy? B. P. R.

Answer. The whistle sounding a blast indicates that a reduction has been made in the air signal pipe. This occurring at the time the independent brake is applied indicates that the non-return check valve in the combined strainer and check valve case is not seating properly, it being probably held from its seat by dirt or pipe scale.

Remedy.—If the main reservoir be charged, close the cut-out cock in the main reservoir pipe, then remove cap from check valve chamber, when valve may be removed and cleaned. Would also clean reducing valve at this time.

VALVE GEAR IN THE 11-INCH AND CROSS-COMPOUND COMPRESSOR

Question. Will you please explain the difference in the valve gear of the Westinghouse 11-inch and cross-compound compressor?

W. E. T.

Answer. The generally accepted definition of the term "valve gear" is that part of the apparatus which creates the to-and-fro motion of the valve. With this understanding it can be said there is no difference in the valve gear of the two compressors. The gear consists of a reversing plate, reversing rod, reversing valve, and differential pistons. There is, however, a difference in the main steam valve of the two compressors; that of the 11-inch compressor being a common "D" slide valve, having neither lap, lead nor clearance, while in the cross-compound compressor a piston type of valve is used which consists of three piston heads equipped with packing rings, these rings forming the admission and exhaust edges of the valve that controls the steam to and exhaust from both high and low pressure steam cylinders.

PORT CONNECTION IN AUTOMATIC BRAKE VALVE

Question. The Westinghouse Instruction Pamphlet, No. 5032, states that when the "H-6" automatic brake valve handle is placed in lap position all ports are closed with the exception of a port which permits main reservoir air from the top of the rotary valve to pass to the upper connection of the excess pressure head of the compressor governor; is this not a mistake in print? If not, why should main reservoir air be allowed to pass to the governor in this position of the brake valve? H. J. Y.

Answer. In lap, service, and emergency positions of the automatic brake valve a port in the rotary valve stands over the feed valve port in the rotary valve seat. This permits main reservoir air from the top of the rotary valve to flow to the feed valve pipe, to which is connected the excess pressure pipe that leads to the top of the excess pressure head of the compressor governor. This arrangement of ports, as far as known to the writer, is simply a happening in the brake valve construction. However, this port connection makes possible the use of the "S-G" type of governor; also permitting the removal of the pipe connection leading from the automatic brake valve to the chamber below the diaphragm of the excess pressure head of the "S-F" governor.

Where this pipe, called the excess pressure operating pipe, is removed, the chamber below the diaphragm of the excess pressure head must be connected to the main reservoir governor pipe leading to the maximum pressure head, which may be done close to the governor.

This simplifies the piping scheme, and eliminates the long pipe leading from the automatic brake valve to the diaphragm chamber of the excess pressure top of the governor.

EFFECT OF AUXILIARY RESERVOIR VOLUME

Question. Suppose we remove the triple valve and auxiliary reservoir from the tank, and place the reservoir on the engine and connect with the one there, and use the triple valve on the engine for applying the brake on engine and tank, running a pipe back from the engine to the brake cylinder on the tank. What effect would this have on the operation of the brake? H. D. K.

Answer. With the lone engine, or with a short train, the locomotive brake will apply in emergency when a gradual reduction of brake pipe pressure is made. The reason for this is, the size of the service port in the triple valve is made in proportion to the volume of air in the auxiliary reservoir, and is required to reduce the auxiliary reservoir pressure to the brake cylinder as fast as brake pipe pressure can be reduced through the brake pipe service exhaust port at the brake valve. Therefore, if the volume of the auxiliary

reservoir taken from the tender be added to the volume of the reservoir already on the engine, it will be seen that the combined volume of the two reservoirs would be out of proportion to the service port in the triple valve, that is, due to the increased volume of auxiliary air, brake pipe pressure could be reduced through the service exhaust port of the brake valve at a greater rate than auxiliary reservoir pressure could be reduced through the service port of the triple valve; hence, when a service reduction of brake pipe pressure is made, the pressure on the brake pipe side of the triple piston will drop faster than the auxiliary reservoir pressure on the opposite side of the piston, and thus force the triple valve to emergency position. The triple valve on the engine moving to emergency position will in no way affect the operation of the train brake, as the plain triple valve does not vent brake pipe air in emergency position.

COMPRESSOR STOPS

Question. I recently had a failure due to the pump stopping, and would like you to explain what defects will cause a pump to stop. This is an 11-inch Westinghouse pump. **ENGINEER.**

Answer. The compressor stopping may be due to any one of the following causes: Loose nuts on the piston rod in the air cylinder, worn or broken reversing rod, loose or worn reversing plate, leaky packing rings in differential pistons, lack of lubrication, defective compressor governor. If, when steam is first turned on, the compressor makes a stroke up and stops, it may be due to loose reversing plate studs striking top cylinder head, preventing piston traveling far enough to move reversing valve to its upper position; worn reversing plate or shoulder on reversing rod; heavy leakage past packing rings on small differential piston, or any obstruction above either air or steam piston preventing the full travel of these pistons. If the compressor makes a stroke up and a stroke down and stops, it may be due to heavy leakage by the large differential piston, piston rod broken, nuts loose on piston rod, worn or broken reversing rod, or any obstruction under either steam or air piston. Where the packing rings in either of the differential pistons are at

fault, there will be a blow at the exhaust. To determine if the compressor governor is at fault, open the drain cock in the steam passage between governor and compressor and note if steam flows freely.

PER CENT OF GRADE

Question. Will you please make clear the following, which is one of the rules governing train handling on our road: "Where the grade is 1.8 per cent or over the superintendent will regulate the tonnage; where less than 1.8 per cent, his advice is not required." Now, what I do not understand is, what is meant by 1.8 per cent; what does this tell you about the grade?

Answer. If we were to refer to the dictionary for a definition of the term "per cent," it would tell us it meant by the hundred, for or from each hundred, and as applied to the rule to which you refer, it means the rise or fall of grade per 100 feet of distance. For example, there are 5280 feet in one mile; 1 per cent of this (one one-hundredth) would equal 5280 divided by 100, or 52.8 feet. This means that if we were descending a 1 per cent grade, in each mile we would drop 52.8 feet; if the grade was 1.8 per cent the drop would be 95 feet. To apply this to any other per cent of grade, keep in mind that 1 per cent represents 52.8 feet, and this multiplied by the per cent gives the drop in feet per mile.

EQUALIZING RESERVOIR PRESSURE

Question. I would like to know for my own benefit, as well as for others, what is the difference in the pressures of the brake pipe and the equalizing reservoir, H-6 brake valve? I claim there is but very little difference in these pressures, considerably less than five pounds. Would like to have this answered through the JOURNAL. **F. H. O.**

Answer. Your question, no doubt, refers to the pressure in the equalizing reservoir and brake pipe when the automatic brake valve handle is in running position. In this position of the brake valve, the pressures are the same; in fact the equalizing reservoir is charged from the brake pipe port in the rotary valve seat, consequently the pressures must be the same. The black hand on the large air gauge indicates the pressure in the equalizing reservoir, while

the black hand on the small gauge indicates the brake pipe pressure. These two hands should show the same pressure when the brake valve handle is in running position, failing to do so would indicate that either or both gauges are out.

LENGTH OF STOP

Question. Will you please say if you consider 627 feet a minimum distance for stopping a big-wheel passenger engine on level ground, brakes set full?

M. J. H.

Answer. Your question is not complete, as you do not state the speed the engine is moving at the time the brake was applied. The size of the wheels has no particular bearing on the length of stop. It is also necessary to know at what pressure the brake is charged.

OVERCHARGING L-N EQUIPMENT

Question. I am running a passenger engine, and the train I get eastbound is equipped with the L-N equipment, while the train I get west is equipped with the old-style triple valve. Here a short time ago I made the mistake of leaving the automatic brake valve handle in full release position while we were taking water, which of course resulted in the train being overcharged; and this was with the train having the L-N equipment. As soon as I saw what had happened, I made a 25-pound reduction, and moved the handle to release and back to running position, but the brakes would not release; after some little time I made another 25-pound reduction, but could not get the brakes to remain released. What was the cause of this? I know that in handling trains with the old-style triple valve if the brakes become overcharged the trouble can be overcome by making a 25-pound reduction.

L. M. B.

Answer. Where a train of the older or P-M equipment is overcharged, the overcharge, as you say, may be gotten rid of by making a 25-pound reduction, as with this type of brake we have but the auxiliary reservoir air to contend with; whereas, with the L-N equipment we not only have to reduce the pressure in the auxiliary reservoir, but also the large volume of air in the supplementary reservoir. Due to the large volume contained in the auxiliary and supplementary reservoirs it is only possible

to reduce the pressure in these about five pounds with each full application of the brake. Therefore, when handling the L-N equipment, if the brakes become overcharged reduce the brake pipe pressure to 60 pounds, then recharge the brake pipe to within five pounds of the pressure had before the application; this will get rid of five pounds of the overcharge. Apply and release the brakes in this manner a sufficient number of times until the recharge pressure is the pressure to be carried. Another way of doing this is to make a brake pipe reduction five pounds below the pressure carried, then bleed the reservoirs on each car until the brake will remain in release position.

"Helpful Hints on Modern Locomotive Brakes" is a book gotten up by our Air Brake Editor, Bro. T. F. Lyons. This book is up to date, and of handy, vest pocket size. Price 50 cents. Address, T. F. Lyons, 546 E. 109th St., Cleveland, O.

EDITOR.

The Reason Why

Sez Hogan to Brogan, "Mike,
Now giv me your idee,
Why do we play the game this way
An tawk ayconomy?
A dhrop av ile for evry mile,
No more they'll let us use,
But coal we may use evry day
A car load, if we chuse."

Sez Hogan to Brogan,
"Cum put me wise, me lad,
'Tween you an I, an 'tis no lie,
We're goin to tha bad;
For evry day we blow away
Thru leaky joints and pops,
Cole be tha tun, on evry run,
Ta sav up ile, be dhrops."

Answered Brogan to Hogan,
"Don't worry, have sum sinse;
Jus dhraw yer pay an never say
A wurd about expinse,
Till sum wan say that you must pay
Fer all tha cole ye burn,
Jus do yer best, an lave tha rest
An kick whin 'tis yer turn.

"It makes no difference, Hogan,
'Bout tha cole, so you save ile,
Fer its measured be tha pint.
While cole is figgered be tha pile;
Tho' its hazy, now its aisy,
To undherstand, me by,
Why savin ile is all tha shille,
An thats tha rayson why."

JASON KELLEY.

BOOST THE PLUMB PLAN

Letter to Bill

United States, Dec. 10, 1920.

Deer Bill:

Well, Cummins wun out in Ioway an he sez as soon as he gets to Washinton hees goin to put teeth in th Cummins-Esch bill. I suppose ye seen that in th paper so I wanta tell ye, fer feer yell think hees a dintist. No hees nothin o th kind, he manes hees goin to put an anti sthrike claws in the Cummins-Esch bill so it kin bite. Ye see labor bucked him so he made a run for sinneter like a man wud a kork leg, he been 200,000 votes behind the nashenal ticket. He seen that he wont never hav anny more chanst of bein a prisidenshal candidate than Willum J, so he sez I'll get bizzy and put th hooks inta labor fer that, so watch me fog.

On th other hand, as Riley wud say, while th papers are tellin how Cummins is goin to put th hobbles on th ralerode min, sum o th same gang, the big Wall Sthreet guys, are tawkin like a boonch a confidence min about Capitel an Labor Co-operaten. Thayre sayen that labor shud hav a ripsintive on evry boord of direkthers so it cud no whin it wur gettin th square deel, er th dubbler cross. Thats th same dope th three card monty sharp hands th ruben at th Kounty Fare, when he sez, "now keep yer eye on th rite card so ye wont lose yer bet," so th rube thinks th lad is puttin him wise, but someway he picks the rong card evry time, an why not? sez you, when he wur playen th other lads game. Yes Bill, the tawk about th boord o direkthers is th rale bunk an no mishtake, fer a labor representative wud hav as much show there as a wooden Indian in a fut race. Thim Wall Sthreet lads are as funny as kin be. Kinda frisky like a horse that feels his otes, fer thare that big an round fromm hi livin thay kin roll faster than they kin run, so why wudent thay be funny. An awl th time while thare gabben about Capitel an Labor going hand in hand, an a lotta that ould blarney, thare sindin thare agents all over the wurrlid to get immigrants over heer to put wages down beelow zero, an thayll do that same if Congress dont put th brakes on th immigration laws, and I'm afrade it wont.

Yes, Capitel luvs Labor so well it wants all th laborers it kin get, an a dang site more than it needs, ye may be shure, fer rite now th ralerodes arre layen thim off be th thousans. Thay say thare cutten down the force fer effishensee. Dee ya mind that, effishensee? Ye dont no what that is I no, so I'll tell ye awl about it, Bill. Now, whin yer runnin an engine it manes makin yer pint, rane er shine, but wid th ralerodes it manes making thare pint, rite er rong. Whin th war wur on, an Unkel Sam wanted evry able man to be reddy fer war, th ralerodes sed thay wanted a lot more min too, so thay hired so many thay cud hardly find room fer thim on th rite-away, but th ralerodes sed thay wur needed fer effishensee, but now thayre layin thim off fer effishensee, so ye kin see be that how thayre playen th game both ways. Durin th war thay needed thim to giv Unkel Sam a black eye fer ralerode exthravagance, an thay made thayre pint be givin him too black eyes, an more if he had more eyes, an thats wan kind av effishensee.

Thares another kind av effishensee now proposed be Herbert Hoover. Ye no Hoover. Hees not a bad sort ayther, fer he dun good wurk in Urope durin th war, but hees buttin inta a game now he dont no much about any what he kin find out on Wall Sthreet, an what he finds out thare wont do labor anny good. But annyway he wants to make a slidin skale av wages. Now wurkin on a sliden skale av pay is th same as climen a greased pole. Ye clime an clime like ned, day in an day out, but ye kin never raich th top o th pole becaws ye slide too much, an if ye shud get near th top thayll be sum effishensee expert right handy to hang a little more tunnige on ye er put more grease on the pole, so thare ye arre, an th only thing ye kin do is keep on sliden, never sliden up, but alwus sliden down.

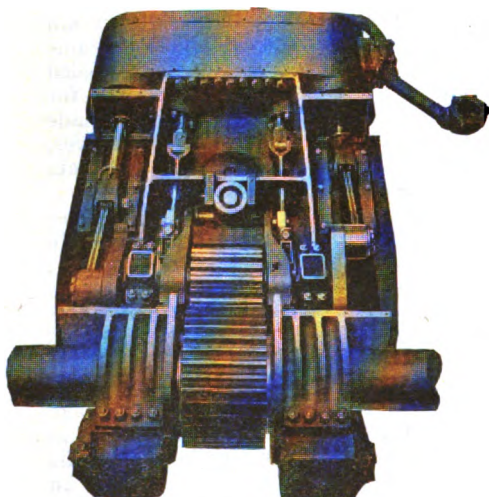
Beleev me Bill, the comin year is goin to be an open seeson fer puttin th hooks inta labor. Capitel hav, amung other plans, th "open shop" an th "closed shop." Thay dont sound th same I no, but whin ye see how thare goin to wurrk yell say thare more alike than Mike and Ike. So heers th way. Half th shops arre to be closed tite so thayll be an army av min looken fer jobs, thats th "closed shop," mind,

an thim thats open wont hire anny union min, an thats th "open shop," an wid immigrants poren in be th ship lode from Urop an Irop an Orop, th country 'll soon be as full av idle min as a politishen is full o bunk, an then what, sez you? Well then Bill th United States 'll be like a man that ate too much o sumpthin hls stomak didnt need an heel have what in this counthry we mite call nashenel indigeschen, but in Roosha thay call it Bolshevism.

JASON KELLEY.

The Locomotive Booster

The locomotive booster, as shown in the cut here, is simply a two-cylinder engine located under the cab deck, and



The Locomotive Booster

is worked by steam from the locomotive boiler. The purpose of it, originally, was to afford an auxiliary or additional power to help in starting trains. This was much needed in passenger work where the jerking of trains necessary to start them has long been a most disagreeable feature of passenger train handling. It is, however, even more beneficial in the prompt starting of freight trains, and at the same time it eliminates the rough handling so destructive to cars and draft rigging when heavy trains must be started where the grade, or curve, is unfavorable.

It was hoped by engineers that the booster would not be the means of increasing train tonnage, but recent tests

conducted on the New York Central road would seem to indicate that it will, an increase of 22 per cent in tonnage of a freight train being reported in some of the tests, which showed the booster was often cut in at speeds as high as 12 and 13 miles per hour to help on grades.

It was said not to be the intention of the railroads to increase the tonnage because of the booster, but that is contrary to their policy, as they aim to utilize every available pound of power to haul every possible pound of tonnage, and that often at the expense of both economy and safety.

If the booster is to be used in regular service at speeds of 12 and 13 miles an hour, as in the recent tests, it is not going to bring any relief to the freight engineer; is not going to help him get over the road in shorter time, for after the transportation department gets the tonnage rating of freight trains figured out on a basis of cylinder power, taking that of the booster into account, without any provision being made for the greater steam supply needed to utilize it effectively, the engineer's troubles will increase, for he will be expected to haul a higher tonnage rating with inadequate means.

There is nothing about the booster that the freight engineer should become elated over, although it will undoubtedly be appreciated by those hauling heavy passenger trains.

Getting Up Exercise

Arise promptly in response to the call. This will not only start your mental machinery going right, the same as shaking up the old brass clock, but it gives you a chance to plead a lame back, a cinder in your eye or a sick message from home, as an excuse for a lay-off in bad weather before the caller gets out of hailing distance. The writer believes a strict observance of this rule is very important, for just as true as is the saying, "The early bird gets the worm," just so true is it that the fellow who immediately arouses himself to a full understanding of the situation when called, is the one who escapes the bum runs, the bumper engines and the still bumper weather, thus helping himself to live happier and longer than the guy named George.

J. K.

Questions and Answers

BY JASON KELLEY

Question. I understand that the boiler of a dead engine can be filled with water by towing her a short distance. What preparations are necessary to do this, and in which motion should the reverse lever be in while engine is towed? F. A. C., Div. 364.

Answer. The engine may be towed in either direction, but the lever should be set for the direction she is moving in, the same as if using steam, and the throttle must be open, the relief valves and cylinder cocks shut, and be made tight, also the whistle valve, and the injector in wide-open position. Now, when the engine is towed, the pistons in cylinders act as suction pumps to draw the air out of the boiler and discharge it to the atmosphere, the air taking the same course as steam coming from the boiler. The effect of this action is to create a vacuum in the boiler. When that takes place there is a greater atmospheric pressure on the water in the tank than there is in the boiler, and this difference may become such as to force the check valve open and permit the water to be forced from the tank through the regular course into the boiler, as when injector is used.

It would be necessary for the water level in tank to be higher than the check valve, although it might be possible to produce a vacuum in boiler low enough to cause the water to be forced into it even if it were somewhat below the level of check valve. The stopping of whistle valve was to prevent air entering there to prevent the forming of a vacuum in boiler and the stopping of relief valves and cylinder cocks was to make the pistons draw air only from the boiler so as to maintain the lowest vacuum possible within the boiler.

Question. What is the reason that in some roundhouses there is a plate placed over the top of engines' smokestacks as soon as they are placed over pit, and in others the "jack" is let down on top of the stack all ready for firing up though the engine may be held 12 hours or more in the house? Is the use of the plate not a new plan? R. S.

Answer. The plate is used merely to shut off circulation of cold air through the firebox and flues and thus delay the cooling of the boiler. This minimizes

the effect of contraction of the metal, which is injurious to joints of flues and seams of boilers, the more so when the cooling is too sudden.

The practice is not an old nor a general one. When we had the old types of engines with the almost airtight ash pans it was not so necessary to cover the stack, as the closed dampers checked circulation, but tight dampers are almost unknown in the modern engine. It is also true that the larger the engines the more damaging the effect of a sudden contraction of the sheets of firebox and flues, and this fact has brought about the use of the plate at top of stack to stop the circulation of cold air through the boiler.

Question. Wherein does the real gain from superheating of steam in the locomotive come from? L. S. B.

Answer. Your question refers evidently to the economy of superheating. This is due to two causes. In the first place, the heat imparted to the steam in the process of superheating would be otherwise wasted and that heat rarefies the steam until it becomes a gas. In this condition it imparts a high temperature to the cylinders and being far above the point of saturation it will not condense with the reduction of temperature it meets in passing through the cylinder, nor will it absorb so much heat from the cylinder during the expansion and exhaust periods in cylinders because of its having a lower conductivity than saturated steam.

Question. I am told that superheating is not new. What are the reasons why it remained for the present-day mechanics to make a success of it? L. S. B.

Answer. Superheating of steam was used in stationary marine work before being tried on the locomotive, and with some success. In the locomotive it met with little favor until the mechanism of the locomotive was made suitable to its use, the problem of lubrication being one obstacle that had to be removed. This was partly accomplished by the use of the piston valve and a suitable valve oil. Burning out of rod packing was another obstacle, which was overcome by the use of metal packing capable of standing a high temperature and the use of the drifting valve.

Question. We have had a couple of cases of scorched crown sheets here and the instructions are to not rely too much

on the water glass, but "try the gauge cocks every few miles." It is my experience that the gauge cocks are very unreliable, as they register both steam and water about all the time when the engine is working hard, no matter where the water is in the glass. Don't you think the glass is more reliable than the gauges? W. M.

Answer. There is no doubt about the glass being more reliable than the gauges in a majority of cases, but there are instances which have come to our notice recently to prove that neither the glass nor gauge cocks are absolutely reliable as connected to the modern locomotive boiler.

Recent tests conducted by the Bureau of Safety of the Locomotive Department of the Interstate Commerce Commission have demonstrated that owing to the violent agitation of water at back end of boiler where the gauges are attached the gauge cocks cannot be depended upon, nor is the water glass much better, but where the water glass and gauges are attached to a water column properly connected to the boiler head, both the water glass and gauges will register the water level in boiler correctly. It is perfectly reasonable to say, as a result of our own experience, that in the absence of a water column it would be well to dispense with the lower gauge cock as at present located in the modern boiler having the sloping "back sheet," or boiler head, as it has been proven that the lower gauge will show water though a portion of the crown sheet is bare when engine is working hard.

Question. With two engines of the same class and handled by the same crew, where would one look for the reason for one steaming much better than the other? A. W. J.

Answer. If nozzles were the same size and all draft appliances similarly adjusted, would look for steam or air leaks in front end of the poor steamer. If there were no leaks found, would look to the alignment of the nozzle box and draft pipe, if any is used. Valve and cylinder blows might cause a waste of steam as well as weakening the exhaust force so as to materially weaken the draft, especially at short cut-off. A slight variation in valve gear adjustment will also make a difference. Any defect in lubrication of valves and cylinders will cause blows that are both

wasteful of steam and injurious to draft, and these are often hard to detect, as they may not show when engine is tested for blows, as the surfaces may be sufficiently lubricated at time test is made. A gummed nozzle or nozzle box will often choke the exhaust, or cause it to be deflected so its force of discharge is checked, or will lose its efficiency for producing draft by striking the side of stack instead of passing out cleanly through it, as it must, to induce proper draft circulation.

Question. Will an engine with a slide valve and Stephenson link motion start more cars or hang better on the hill than one with piston valve and Walschaert motion? ENGINEER.

Answer. The valve itself should have no effect. If the lubrication was not good the slide valve would cause most resistance and might affect the steam distribution so as to weaken the engine somewhat, but otherwise there should be no difference. If there is any difference such as you mention it would be due to the valve motion, as the Stephenson gear is most effective for starting or dragging the train on the grade, the greater the lead the Walschaert gear gives the valve in full stroke being a handicap where the full power of the engine is called for.

Question. How does an inside admission valve center itself on seat when disconnected and throttle is opened? RUNNER.

Answer. Being in almost perfect balance, as it is, the piston valve is sensitive to any difference in steam pressure against either end of it, so when steam is admitted, if the valve should be off its center enough to uncover either admission port, the steam passing through into cylinder would lower the pressure somewhat at that end of the valve where the steam is escaping, enough so that the greater pressure at opposite end would move the valve until both admission ports were covered.

Question. We are going to have "boosters" on the new engines coming soon. Would like to know if we are going to haul heavier trains than before because of the booster, and if it is a good thing for the engineer? D. M. S.

Answer. The purpose of the booster as far as we can learn from the Franklin Supply Company of 30 Church St.,

New York City, which has the selling right of that invention, the intent is to use it merely as an aid to the starting of train so as to make the usual jerking so damaging to drawbars unnecessary. In the case of passenger trains it should be a great help to smooth starting, and in the starting of freight trains it will soon save many times its cost in avoiding the usual damage incurred by the rough handling often necessary to start the regular tonnage. To increase the tonnage because of the help of the booster would not seem to be possible, as it cannot be used only at very slow speed as at starting, for the boiler could not supply steam for it except under the conditions at starting, when the main engine is not using much steam.

Storm Window Attachment for Locomotives

A patent has been recently granted to Bro. L. R. Donovan, of Div. 227, for

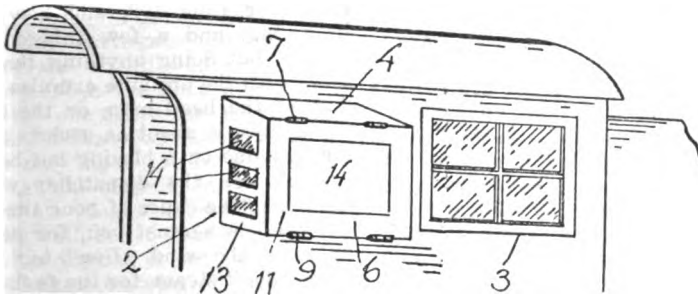
a good investment for any railroad company, as the need for constant vigil on the part of the engineer is becoming more urgent each year, due to the peculiar construction of the modern locomotive, as well as the higher speed of trains.

For further information will refer those interested to the inventor, L. R. Donovan, Norwood, New York.

EDITOR.

Meeting an Emergency

The A B & C Railroad, though more than 500 miles long, and doing good business, was in some ways a joke affair. As to its physical condition it was, most likely, the original "two streaks of rust," we have so often heard used to illustrate a run-down railroad, and those two streaks rested upon ties that were cut by the earliest pioneers and laid upon the bare grade without any pretense at ballast excepting that which was raked out of the ash pans



Storm Window Attachment for Locomotive Cabs

a "storm window attachment," cut of which is shown here. The attachment is so constructed that it may be folded up out of the way within the cab.

The need for some means of protection for enginemen against needless exposure to the weather has become very urgent since the size of locomotive boilers has become such that the view of the enginemen from within the cab is decidedly limited, and it is often more than a man can endure to expose himself by "looking out" ahead to see the track or read signals, as is so necessary for safety of train movement.

The property loss from accidents that could be traced to failure of enginemen to keep a constant lookout because of want of protection against severe weather would make Brother Donovan's "storm window attachment" seem like

of the locomotives at the terminals and distributed over the various sections by the local freight trains in the usual way on one-horse roads.

So, you can see, the track on this line was nothing to boast of, and lacking proper drainage as it did, it required little more than an ordinary rain fall to cause breaks in the line, while an unusually heavy rain simply put whole divisions out of business, sometimes for days at a time. That is what happened to the Southern Division of the A B & C in the spring of 1886. Not a wheel had turned in a week and the engines at the terminals were laying dead in the roundhouses. The president was out on the line keeping the wires hot with messages directing activities in the various places where the work of patching up the numerous

breaks, and trying to prevent others, was going on. Just when the fever of restoration was the hottest, a boomer brakeman, with a keen sense of the humor of the situation, slipped the following message, with the president's signature attached, among a bunch of others, which the operator at the main base of operations was sending out:

"Mr. John Doe, Master Mechanic
River Division.

"We are having great difficulty at various points on the line in restoring the track to normal condition, owing to scarcity of suitable ballast, and you are hereby ordered to immediately fire up every available locomotive at your terminal to make ashes sufficient to meet this emergency."

The message went through, and the incident was the standing joke of the system for a generation after the boomer had been "canned" for springing it.

J. K.

Don'ts for Young Runners

Don't think just because you have passed the master mechanic's examination on machinery that you are a full fledged engineer, for you will realize your mistake many times during your early experiences on the right side. In the first place you may not know how to oil round properly, don't forget that, and if called for some old mill with but one or two exhausts, but enough pounds and other things for good measure to make you forget that trifling defect, you will likely be led to wonder after you have stalled a few times because of lack of steam, or excess of tonnage, whether you really do know much about the game or not, after all. This will be especially true at times when you have a tank of coal that is all slack and a fireman nearly so, one of the kind for instance who has just graduated from a cheese factory and don't know how, because he's too green, or some romantic cigarette fiend who left a ribbon counter for the "position" of fireman because he thought railroading was so fascinating, and never will know how, because he's too ripe.

If called for the second section of a fast freight run, don't tell the engineer of the first section to try to keep out of your way. In the first place it may

not be necessary, for he may be able to do it without half trying, and above all don't tell him he should be able to because his engine has the most lead, for he may ask you what that is, which might be embarrassing to you.

Don't tell the fireman when starting out to never mind the lumps, that you will crack them for him. In the first place there may be no lumps to crack, and in the second place he wouldn't crack them if there were, if he is an old timer, and if a green hand he won't have time.

Don't "call down" the head man if he fixes himself for a snooze as soon as you get started. It will merely show that you are a green runner, and that's the one thing above all others you are trying to conceal. Besides, he won't pay much attention to you anyway. You, of course, know that the book of rules gives you full authority on the engine, but there are some things in the book you might as well try to forget, and that is one of them. Just remember Rule 108, and how to call in a flag, and a few things of that nature, but doing anything that interferes with the absolute exercise of freedom of the head man, or the fireman, these days, is about as useless as pouring gasoline on a blazing hot box.

Don't tell the dispatcher when he asks you "the cause of poor time," that the wind is against you, for he knows all about the wind. Don't tell him the engine don't steam, for the fireman may tell the M. M. you didn't work her right. Don't tell him the brakes were sticking, for the crew will outvote you three to one on that. Don't tell him there is anything the matter with the engine, for the M. M. and the roundhouse foreman and the traveler and the whole roundhouse force will meet you on your arrival and make you take it back. Just tell him you don't know. He will believe that, so will the M. M., and the traveler, and all the rest of them, and when you acknowledge the fact you are merely showing your good sense and are saving them the trouble and yourself the humiliation of having it proven, by them. It's the easiest way out, and the easiest way is the approved way on the railroad today. It is related that once upon a time an engineer who lost time on an important train reported the tonnage was excessive, that the

wind was against him, that the engine's valves were out, and that she didn't steam well enough to boil eggs, and he got away with it, all without losing his job, but the story is an old one and ranks today with that of Robinson Crusoe, Rip Van Winkle and Andersen's Fairy Tales. Some men have been hanged for less.

Don't report much if any work on the old mill upon your arrival. If you report much you will have the whole roundhouse force against you, while if you report nothing you will only be unloading on to the poor guy who gets her next trip. Of course, he will have troubles galore, but it won't hurt his reputation any, for an engineer hasn't got any reputation these days that he is afraid to lose. This may seem a bit illogical to you in the beginning, but you will accept it as a confirmed truth long before you get into the old-timer class, where yours truly is.

Should you run shy of valve oil on a sixteen-hour trip, and in trying to get in alive you should cut out the cylinder packing and corrugate the cylinders, don't say the oil allowance is insufficient, for that is the unpardonable sin. That is the one thing the M. M. won't stand for. When you do that you reflect not only upon the intelligence of the mechanical officials, but upon that of the whole Master Mechanics' Association as well, for if that body in convention has figured it out "to a scientific fact" that one pint of valve oil is enough to lubricate the valves and cylinders of a battleship during a sixteen-hour trip, the engineer would have about as much success in trying to convince them it was not enough as Dr. Cook had trying to prove he discovered the North Pole. J. K.

Engine Failures

In the *Railway Review*, issue of Sept. 25, there is an article on page 474 discussing the subject of engine failures. It tells of the effort being made by the International General Foremen's Association to establish certain definitions of what constitutes an engine failure, some workable standard that will be fair to all.

One of the suggestions contained in the article is that in cases where an engine loses time somewhere on the division but later makes it up, no

failure should be charged against the engine. There we have the partisan view of the mechanical department. How would that harmonize with the train dispatcher's views? And we believe the train dispatcher should have his say on a subject of such concern to him. The dispatcher would likely say, and quite logically, too, that whenever the performance of the engine is such as to cause delay to its own and other trains, even though the engine at fault brings its train in on time, it should be charged with failure. It cannot be otherwise. There would be no other way for the dispatcher to account for his failure to move trains promptly, particularly on a single track line. An engine of a passenger train may leave on time but lose twenty minutes, and then make it all up again, but as that loss of time may have seriously interfered with the movement of other trains, the engine causing it all must be at fault, or the dispatcher would need to assume the blame himself.

Thus far we have considered the question from the standpoint of the mechanical and train departments, but a more difficult problem to solve is, not what constitutes an engine failure, but who is really responsible for it. This is where the engineer becomes involved, and so often finds it a difficult matter to avoid blame for that which he cannot possibly prevent. This is particularly true under the modern pool system of operating locomotives which is so conducted in many places that the terminal and preparatory inspection is taken completely out of his hands, even the oiling of engine before beginning the trip is done by a roundhouse man. The purpose is to economize in the payment of wages for preparatory time, but it is pretty high priced economy.

Under such conditions one might think there would be little chance of placing blame for engine breakdowns or temporary failures on the engineer, but that is a mistake, for with the whole official family in the mechanical department to contend with, it is a lucky engineer who can escape some measure of blame when things go wrong with the engine he is running, and since the number of such cases have naturally increased under the modern system of engine dispatching, the engineer more often finds it necessary to defend him-

self against unjust charges of neglect, than formerly, when he had a chance to prevent failures and breakdowns by his own inspection, by giving a stitch in time, and because of the more intimate knowledge he could have of the condition of the vital parts of the engine.

If an eccentric strap gets hot and breaks, he must explain why he did not observe that something was wrong before the break came. If the flues leak he may not escape the charge of irregular pumping or firing. The same is true of almost anything that will happen to an engine, for even if the boiler bursts there is always the charge of low water to place against the engineer. The penalties in such cases, as a rule, are light, and purposely so, as the aim of the mechanical department is merely to shield itself from blame for its own shortcomings, and has no desire to stand a test of the case, which is rarely done, as the average engineer would rather take a light penalty than make a big fuss. This the management is well aware of, and they play the game to the limit.

The railway officials of both departments will debate much over the question of when should an engine failure be charged, and they will come about as near adopting a standard as they have in the adoption of standards of anything else, but they will come pretty near adopting a uniform standard of practice in locating the blame for the engine failures by charging them to the engineer.

J. K.

"Hobson's Choice" for Railroad Men

The saying, "Hobson's choice," which really means no choice at all, originated in England, so we are told. The story of its origin is that an English livery stable keeper in the city of Cambridge, several hundred years ago, made it a rule that when his patrons hired a rig they were compelled to take the horse nearest the door. That perhaps is the first application of the rule of first in first out—first out at least—so prevalent on railroads at the present day, for railroading in general is built upon that very principle. The railroad man meets with it at every stage of his career, from the time he finds he is compelled to handle the scoop left handed until, as a veteran engineer, he is compelled to step down and out of

service by the operation of the age limit rule, even though he is still as able to do his work as at any time during his whole career. Yes, he finds that principle operating in many ways. He must take the weather as it comes, the same with the engines and trains and all other conditions relating to his service, and even in that institution known as the railroad beanery he must obey the same general rule of taking things as they come. He must accept with as good grace as he can command, even the beanery steaks, the durable quality of which is a matter of history, and which in fact approach nearer a perfectly uniform standard than many other features of railroading, past or present, and by force of the constant practice of self-denial, or lack of the privilege of choosing, he develops a hardihood of character that makes him immune from the petty disappointments which others suffer when being compelled to take Hobson's choice. J. K.

Casual Observations

After reading the various good articles in the JOURNAL descriptive of the Anti-Creeping Attachment for Power Reverse Gears, one cannot but feel that if such a device were adopted it would correct the one fault which now stands in the way of the more general adoption of the power reverse.

It has been noticeable for the past few years to a casual observer of back shop and roundhouse practice that many useful and important devices, designed to promote safety and efficiency of locomotive performance in practical road service, have been neglected to the extent of making them unsafe, after which some have been discarded by the officials because they have not taken the time to study and understand the practical use and need of such devices.

The writer notes the remarks in an editorial in the JOURNAL on the above mentioned device, which was in part as follows: "And it should interest the railroad officials, as it makes it possible for the engineer to control the cut-off in a way to develop efficiency and economy in the operation of locomotives." There is the great stumbling block, getting them interested. Safety, efficiency and economy in locomotive

performance on the railroads today is largely a matter of paper records, which do not correspond with actual practice.

The local mechanical officials of today are working along the following lines, to wit: the fewer devices and parts of the locomotive they have to contend with, the less knowledge they will be required to carry in stock. And the fewer reports of failures to make out, which might, when the acid tests are applied, reveal their incompetency.

The automobile has been developed to its present high standard of efficiency, safety, convenience and comfort by its highly skilled mechanical engineers, and after they have done their best, whom do they depend on to test out and demonstrate their ideas? Why, the expert drivers, of course, men of the "Barney" Oldfield type, because they are the men "behind the guns" and the only men who know how they shoot. But what a difference in the mechanical department on the railroads! There the men who know the least about practical road working conditions assume to dictate the work of the men engaged therein. That is the reason we have so many failures of the many devices which have been placed on locomotives, and which are of the utmost importance in promoting safety, efficiency, economy and comfort in locomotive performance. There are thousands of expert locomotive engineers of the "Barney" Oldfield type of drivers on the railroads of this country, the benefit of whose trained judgment on the merits of devices designed to improve locomotive and train operation is lost through the operation of the present unprogressive system of railroad management which permits custom to stand in the light of progress.

OBSERVER.

Proof that Automatic Signals are Not Infallible

Before writing again on the subject of automatic signals, I wanted to see some of the signalmen, especially those concerned with my reports of defective signals, and talk with them about the general maintenance of signals and automatic blocks. I asked a signal man about the signal I reported recently. He said, "The weather was the cause of the signal freezing up

and not working." The day this happened there was a slow misty rain and then suddenly turned cold and froze. The signal pole was sweating on the inside and the water ran down on the mechanism that controls the signals, and froze. We have lots of that kind of weather up North. In reply to my question, "What other trouble do you find that puts the signals out of commission?" he said: "I got a letter, about two weeks ago, in regard to a signal that failed to work, on the middle division, on account of a small pin in the mechanism not being placed in the proper manner. This pin, which was put in upside down, caused the signal to stand at clear at all times, that is until pin was taken out and put back again in the manner that it was intended, then the signal worked O.K. again."

Now sir, you can see from the above and what I have said before that the engines, the equipment, the brakes, the signals, of whatever description, and all other devices that contribute to safe and efficient train movement, must be kept and maintained in the proper condition if we are to have safe and efficient railroading.

I would like to mention some things in regard to stopping trains which railroad officials do not consider of much importance, namely, speed, time and distance. They are very important to the engineer handling fast passenger trains, or other trains for that matter. I will quote from a report of the Massachusetts Railroad Commission on a bad wreck which happened in that State, to show the importance of good brakes and cutting off of a few seconds in the distance the train was stopped. The report, in part, said:

"There is a special case on record where a train ran 640 feet after the brakes were applied, and had the train stopped 45 feet short of that distance, there would have been a saving of a number of lives, as well as enough money to place the air brake equipment in first-class condition on the entire road."

In the report the Commission says: "Seldom has the importance of having a train supplied with the best and most efficient brakes been more terribly or more forcibly illustrated."

In regard to the above report it is hardly necessary to point out to you

the importance of gaining one second at 35 miles per hour, or 51 feet per second, which might have prevented this wreck; on the other hand, the importance of having the brakes more effective on one car, or even on one truck, might have prevented this wreck.

Before closing this letter I would like to point out the great benefits of the two shoe per wheel "clasp brake rigging" used in connection with the "electro pneumatic brake equipment." This brake covers the vital points of "safety and efficiency" in passenger train operation. In spite of this important fact, probably less than one per cent of the passenger cars and trains of this country are equipped with this brake, though it has been on the market for years. The reasons are plain. The railroad men who make the final decisions in all matters of importance do not think in seconds, do not grasp the plain fact that the old style brake and the "single shoe brake rigging" require from six to ten seconds to build up the maximum cylinder pressure on our average passenger train, while the above electrically operated brake builds up the maximum pressure on a twelve car steel train, or any other number of cars for that matter, in two seconds, and will stop that train, when the speed is 60 miles per hour, in less than the length of itself or about 800 feet. When each second saved means 88 feet, per second in reducing the length of the stop, just think what it signifies in preventing loss of life and injuries to persons and in eliminating accidents which are not preventable with the old style brake and "single shoe brake rigging" used today on 99 per cent of trains in this country. OBSERVER.

Lessons from Experience

When I was promoted old Uriah Green, whose janitor I was for over two years, gave me this advice:

"Steve, I know you have some knowledge about machinery, air, and the book of rules, for I have pounded a few of these facts into your thick skull myself. You handle an engine fairly well, for I have sat over on the left side and trembled while you performed. I have quarreled enough with you about train orders to know that you have some idea of what they are for. But

there is one other thing of which you have had no experience and where you can use all your horse sense. That is handling your fireman. You can use just as much real skill in that, as handling your engine."

Through the years that I have been an engineer I have had many occasions to recall that homely bit of advice. Of all the things ever conceived by the head of man, I believe the locomotive is the most capricious, fickle and temperamental. The fireman's work makes him just as much so. I have found that the success of many a day's work has depended directly on the amount of influence I have had with the man across the cab. Sometimes a joke, a story, a bit of advice, or just some plain old-fashioned blarney will materially change the course of events for a whole trip. STEPHEN COOK.

The Student

Question. What is a student in the engine game? Where do they come from? Where do they go?

Answer. A student is a recruit fireman. They come from the towns, the cities and the backwoods sometimes, but where they go is something else. A small proportion get promoted, but precious few get beyond first base. Those who make the complete circuit and live to retirement are as scarce as the friends of a down-and-outer, and getting scarcer.

Question. What is the first essential lesson the student learns?

Answer. To keep out of other people's way, and after spending two weeks in a locomotive cab and being pushed and bumped out of the way of the engineer and fireman and head shack continually, he will have the habit of making himself scarce so impressed on his young mind that it will come in good use after he is promoted, if he will last that long, for one of the chief factors in the make-up of a successful runner is the ability to keep out of other people's way.

The "booster" now being applied to engines having trailing wheels is for the purpose of boosting up the tonnage, nothing more, nothing less; that's enough.

Train Rules—Standard Code

BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

Train Rules—Standard Code

G. E. COLLINGWOOD

Question. No. 1 is a first class train running from A to Z. No. 12 is a first class train running from Z to A in the superior direction. First 1 left A on time, displaying signals. It had time to make D for No. 12, but became disabled at C. Second 1 held right over No. 12 A to D. Second 1 overtook first 1 at C. There is no telegraph office at C. Can the trains proceed under Rule 94a?

MEMBER 321.

Answer. Rule 94a is not a standard rule and as our correspondent failed to send a copy of Rule 94a I have no way of knowing the contents of that rule. But under Standard Rules second 1 is tied up because it cannot pass first 1 without assuming its number and orders and must in turn give its orders to the disabled section. This leaves it (the second section out of A) without orders against No. 12. Rule 85 states that a section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. Rule 94 does not set this rule aside between sections as it is the only safe way in which one section can pass another section of the same schedule.

Question. On account of a difference of opinion among the men here, will thank you for the proper interpretation on the following:

Rule 88, Standard Code, requires trains to pull in sidings when practicable at meeting points, and to protect as per Rule 99 when it is necessary to back in, unless otherwise provided.

Example: Order No. 55, "No. 78 pull by back in and meet No. 35 at Knox."

Question: Is Order 55 sufficient to permit No. 78 to pull by against No. 35 and back in without flagging as per Rule 99?

Answer. The order directs No. 78 to pull by and back in but it does not re-

lieve the train crew from flagging as per Rule 99.

It must be kept in mind that Rule 99 states that when a train is liable to be overtaken and also . . . the head end must be protected in the same way . . .

When Rule 88 was adopted by the A. R. A. it was the sense of the convention that, holding an order as mentioned, the train to back in must send out a flagman as per Rule 99 before passing the switch.

When a train is required to back in at some point and the order does not so state, the superior train must be stopped before the inferior train passes the switch.

Question. A recent rear-end collision has caused a great deal of argument over the proper observance of yard-limit rules.

The collision in argument is as follows: "Engine 2609 run extra leaving A on Sunday, Nov. 14, as follows and has right over all except first class trains." The extra is scheduled at all stations and runs on the same time as a week-day train.

Extra 2609 collided with the rear end of a third class train standing within yard limits, no protection given to an oncoming train.

It has been claimed by trainmen that they are not required to flag this Sunday extra inside of yard limits.

Please give me proper ruling on this matter.

MEMBER DIV. 372.

Answer. An extra train moving on the order quoted would not have any more authority through yard limits than any other extra train and it would have to move through yards as the way is seen or known to be clear. On the other hand, the flagging rule is not set aside within yard limits.

The fact that an extra train is running on a schedule with right over all trains does not change the fact that it is an extra train and must be governed in yard limits same as any other extra train. Yard engines are not trains. Right over all trains does not include right over yard engines.

The revised Standard Code of Rules has eliminated the schedule extra from its train order forms and it is no longer recognized as a Standard Form.

Question. (1) I was on First 92, an eastbound, second class train from A to

K. At G was given an order that second 4, a first class eastbound train, would wait at H until 3:30 a.m., I 3:40 a.m. and J until 3:55 a.m. for all trains. Is this a proper order to give to first 92 for movement ahead of second 4?

(2) First 95, a second class train, westbound, from A to G had the engine disabled and had to set all of the cars out at C, except the caboose. How should these cars be protected that are set on the siding at C? Second 95 was liable to have to head in on the siding at C for No. 94 and there are no night telegraph offices between A and G.

ENGINEMAN.

Answer. From the wording of the explanation it is clear that the wait order was originally designed for use in the movement of opposing trains. But when properly understood it might be safely used for movements ahead; however, its use for such a movement presents a possibility for misunderstanding, and because of this, and the evident intention that it should be used for opposing movements, it seems best to use example 1 or 2 for movements in the same direction.

The words in the explanation to the wait examples of Form E, "any intermediate station where schedule time is earlier than the time specified in the order," makes the form dangerous for movements ahead, but entirely safe for opposing movements.

(2) Standard Rules protect cars that are left on a siding by the following paragraph which is found in Rule 98. It reads as follows: "Trains using a siding must proceed with caution, expecting to find it occupied by other trains."

But in addition to the protection afforded by Rule 98, the dispatcher should be notified before a siding is blocked, when it is possible. If it is not possible to notify the dispatcher before blocking a siding, then he should be notified as soon as possible after it is blocked so that trains may be notified that the siding cannot be used for clearing other trains.

Question. Is it proper to give an extra running orders out of a terminal on a "19" Form? We are working under Standard Rules. MEMBER 271.

Answer. Unless your road specially restricts the use of the "19" order it

may be used for any purpose, as the Standard Code places no restriction on it.

Some roads use nothing but the "19" order. In such cases the use of the order is protected by a clearance card that shows the number of orders delivered to a train, so that should one fall out of the hoop in making delivery the engine and train crew would have a check on it and would immediately stop and get a copy of the lost order.

An accident occurred on one road under the above method because the engineman missed his copy, but conductor gave him a high ball and engineman thought the conductor had the order. It turned out that the conductor had also missed the order but thought the engineman had a copy, so swung him ahead to avoid a stop to the train. From the above experience it can be seen that to be safe both engineman and conductor must insist on having all the orders the clearance card calls for or stop the train at once.

When a "19" order is delivered at the meeting or waiting point the train must be brought to a stop before delivery is made.

"Standard Train Rule Examination" is the title of a book gotten up by George E. Collingwood, Air Brake Editor of the JOURNAL, the 10th edition of which, in revised form, has just been completed.

The price of the book is \$2, postpaid. Address 407 Crittenden avenue, Toledo, Ohio.

Echoes from the Bunk Room

HOW TO ACT WHEN CALLED

Don't kill the "boy" if he calls you for a drag, as he may be doing the best he can under the circumstances. If he called us all for lites the pay-car would never come 'round.

If you are a fireman, don't forget to ask who the engineer is; if an engineer, the reverse. Not that it makes any difference unless you are prepared to quit, but if it is some guy you don't want to go out with you can work yourself into a frame of mind that will take your thoughts away from the bull beef-steak and some other delicacies you will have to face at the beanery before you start.

Economy?

If there is any place along a railroad in this country that is not plastered up with Fuel Economy signs I would like to see it, as it must be a restful looking place and about a hundred miles from nowhere.

I will admit that coal is being wasted in vast quantities and that every possible step should be taken to curb this waste, but the amusing feature of the situation is, that everyone writing or talking fuel saving is prompting the engineer and fireman about proper engine handling and firing. They say, to save just one small scoop of coal to a fire, or to a mile run, for a year would save so many hundred thousand dollars and this amount would buy so many new engines, or cars, but the fact is that the quality of coal furnished is such that there is little encouragement to economize. Often the coal is full of slate that used to go to the dump at the mine; now it goes into tender or car with the coal along with the sulphur and other foreign matter. The railroad buys it and the officials wonder why the quantity increases each year without giving a thought that quality decreases.

Think of the comedy of an overloaded wornout engine standing at a water plug; blower on full, injector on full, firebox leaking, fire clinkered, tender full of slate and dust for coal.

After a while they get her hot enough to start and though doing all that is humanly possible to do they are handed a message at the next telegraph office asking the cause of poor run. They are expected to do real up-to-date work with an engine that is unfit and with other conditions that would make her so anyway, and if they are fortunate enough to get in with the old thing they are requested to report to the road foreman and offer some excuse or apology to that official as to why they didn't make the time the dispatcher expected just the same as if the engine was in 100 per cent condition and the coal and everything was of even good average quality. And after you have stated the facts to the R. F. of E., or maybe the M. M., you are told that some other fellow, who may not be a real George Washington, says he "had the same engine out last trip and declares she is a pippin," and yet after you have dragged in 90 or 100 loads with her you will

notice that it is all the whole "pit track" force can do is get the old mill into the roundhouse. Once they get her in, the same old gang get busy, get noisy, rather, and after a couple of hours of first-aid treatment they pronounce the old girl ready for the road again, and when they finally get her hot again, in spite of the bluff they made to fix her up with wire, and blocks and wrappings of leaky joints, she is in about the same fix as when she came in, or will be soon as she starts her tonnage for the long, long grind of another trip.

So, you can see that in the face of these conditions the economy signs for fuel or any kind are a joke. How the crews can be expected to save fuel when it is all they can do to keep things moving is a question nobody pretends to answer but the master mechanic, but he don't answer it. The road foreman could by saying what he knows to be true that it is out of the question, but he don't do so, as it would be bad for him to get out of step with the master mechanic.

I think it is time for the fuel experts to use their efforts in some other direction while they are harping about the fuel waste of engineers and firemen.

There is room for improvement in the work of the enginemen, no doubt, but that improvement must be encouraged by making it possible for the engine crews to do the work the engine is expected to do with some degree of comfort, otherwise they cannot be expected to take interest in fuel economy or anything else, and until these conditions are provided, all the signs about fuel saving and water saving and saving of any kind is so much wasted effort.

What do you think about it, Brothers?
MEMBER DIV. 370.

The report of the Interchurch World Movement, in which it upholds every charge of violence, suppression of free speech and the pernicious spy system operating in the steel industry, as charged by the labor leaders, proves the men were justified in their action in the late steel strike, but it also proves what is even more important, that the Church is still a powerful and fearless champion of right.

Engines, we find, are ever weakest, when,
They are most noisy; so it is with men.



WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to MRS. H. H. TURNER, 4944 McPherson av., St. Louis, Mo., and matter for the Grand President, to MRS. M. E. CASSELL, 1497 Alameda avenue, Cleveland, O.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 4229 West End avenue, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 7612 Rogers avenue, Chicago, Ill.

New Year's Resolutions for All

MY RESOLVE

I will sing my song, there may be one to hear it,
Some one may listen and be helped along.

I will try to help, there may be one who needs it,
Some one who falters, with strength almost gone.

I will be kind, for there is need of kindness
I will be cheerful, for there are many sad,
I will help to lift the burdens of my brothers,
And make the weary hearts of others glad,
I will put by the things that vex and try me,
I will forget the dark clouds that I dread,
I will keep on, whatever doubts assail me,
Until I see Hope's bright star overhead.

I will believe that all things work together
Somehow, for good, though I see not the way,
Somehow at last the wrong shall all be righted,
Life's close shall usher in Heaven's radiant day.

—LOUISE M. MARTIN, in
Christian Herald.

Happy New Year to All

For the second time I come with this greeting, as Editress of these pages. My wish for you is full of love, and my prayer that you and yours may be happy and useful all the year through. I say useful for so many need our help, and we can give it in so many ways that will bring sunshine into the lives of others. For example: The beauti-

ful thought (born in the mind of our beloved Grand President, Sister Cassell) which installed the moving picture machine in Highland Park Home for the pleasure of those less fortunate than we. If we radiate sunshine, and it costs so little, there will always be happiness in our hearts. This Order is doing so many good things that we should consider it an honor and privilege to be members. The year will bring prosperity, comforts and happiness to some but to others misfortune, unhappiness and loss. We never get any more out of life than we put into it, so let's resolve that during the whole of 1921 we will put our soul into the things we undertake and thereby accomplish great things. The joy born of sacrifice and service is above everything else.

If any little word of mine can make a life the brighter,
If any little song of mine can make the heart the lighter,
God help me speak the little word
And take my bit of singing,
And drop it in some lonely vale
To set the echoes ringing.

Our little orphans who are on our pension list will be happier because of each one in this Order. Then, too, our

needy Sisters have been made to feel we are interested in and love them. What a blessed privilege it is to be able to give. We are thankful for the great achievements of the past year and we will not rest until the goal of 50,000 has been reached. Let us be loyal to the B. of L. E. and urge every wife to join the G. I. A. We need her, and she cannot afford to be without the protection our Order will bring to her. May God abundantly bless and keep each of you.

MRS. H. H. TURNER.

A Happy New Year

To Sister Grand Officers, officers and members of Subdivisions and their families, I wish to extend hearty and loving greetings.

We have just finished a very successful year in the G. I. A. New Divisions have been organized, our membership has been steadily increasing, and our finances were never in better condition.

The gain in membership has not been as great as our Grand President had hoped for, but I am sure she appreciates the efforts of the Divisions to make the big drive come up to her expectations. Some Divisions have done wonderful work in gaining new members, while others have not been so successful on account of not having the field for this kind of work. I am sure they have all been awake on the subject and have solicited every available prospective member. Personally, I am very grateful to my co-workers for their many kind and loving messages and their help in every way to make the past year a most pleasant and happy one.

Thus we say farewell to 1920, and as there is no column in our annual life book for registering regrets and unpleasant memories, we will record only the items we love to remember.

And now from out the white clouds of snow comes brave King January, the leader of the months, introducing his first day as the beginning of the new year, and with it comes a blending of hope and faith. It is a time for thought; the hour for taking stock of our life, its pursuits and aims. It is the desire of everyone to start the new year right, to make good resolutions and keep them as far as possible. Dear readers, let this be the G. I. A. resolution for 1921—

that we will try to make someone happy each day. Pour love and sunshine into human hearts, and leave so much kindness along life's pathway that there will be no dark clouds.

How much this is needed in the work of our Order, to exemplify our beautiful teachings and demonstrate true fraternalism. "Blest be the tie that binds." There is a volume of meaning in these words. They bring heart to heart and soul to soul. It is the reaching out of the hand in congratulation as well as sympathy. Be not forgetful of this tie and its obligations. It will help us to become better women and spread the influence of our Sisterhood throughout the world.

The growth and standing of our Order is of great importance and should be of individual interest to every member, but the essential necessities are co-operation, love, and harmony. With these principles well established, success is assured.

With best wishes to all for a prosperous and happy New Year, I am, fraternally and lovingly yours,

EFFIE E. MERRILL, Grand Secretary.

I wish to extend to each and every Sister a New Year's greeting and a wish for a happy New Year. We all know that we have much to be happy over, as we are auxiliary to the grandest and best labor organization in the world, and because we are each helping to make many widows and orphans happy. As we all know we find the most happiness when we are trying to make others happy, so let us in addition to what we are already doing, try each day to make all with whom we come in contact happy. If we do that we will not only have a happy New Year but we will be happy all the year through.

CLARA B. JENNEY, Grand Treasurer.

To my Sisters of the G. I. A., greetings. I wish you a very happy New Year, not because it is customary to do so but because I earnestly wish that the coming year may be laden with all that is good, unbounded success in all undertakings, and less than a few failures. I trust that great happiness may bless you and that sorrow may touch you lightly, that our ideals may be realized and that we will place our standards higher even than those of other

years. Let us be faithful to our Division duties, realizing that in union there is strength, putting the best of ourselves into the work, especially along all lines of development, and helping to make this year a banner year. The enthusiasm shown by our Divisions in the membership drive will be gratifying to our Grand President. It may be the 50,000 mark will not be quite realized, but it has promoted a "get together feeling" and we are proud of the results because we have worked to strengthen our Order and to please one whom we all love and delight to serve. It is a wonderful privilege to be a member of the G. I. A., to be glad of a brilliant past, a successful present, and to be the builders of the future. The season of the Christ Child is upon us, bearing its message of "Peace on earth, good will to men." Let us apply it to ourselves and determine when the fair white page of the new year is before us to make the record one to be proud of, the successes many, and the errors few. May love, loyalty and service be our watchwords during the year to come.

ELIZABETH HIENERWALD,
Grand Chaplain.

The hand upon the dial of the clock of time has made its round and here we are again with our Christmas and New Year messages and greetings. And to each of you, I say, "Peace." The peace that passeth understanding. In the rush and whirl of prosperity, take time to rest awhile along with God and commune with Him of His peace. Likewise also, if the heart is aching with sorrow, "Peace, my peace, I give to you." May we drink deep from the well of "Peace" and strengthen our souls for the work of another new year.

And in making our resolutions, let us resolve to strive to do work for this grand Order, worthy of her who created it, who gave her best and almost her life for it, our late Grand President, Sister W. A. Murdock. And also for her grand and noble successor, Sister Cassell, who worked side by side with Sister Murdock for so many years, and now into her loving, capable hands fall the reins of authority and government. May we each pray for Sister Cassell that wisdom from on high may be given her and also let us strive to let her feel and know she has our sincere love and

support in everything done for the continuance of this Order.

To all the Grand Officers of the G. I. A., and V. R. A., both past and present, and all members, this is my greeting to you.

MRS. R. E. OWENS,
Pres. 496, Grand Sentinel.

BEGIN WITH THE NEW YEAR AND LEAVE NO STONE UN- TURNED IN THE MEMBERSHIP DRIVE.

Greetings for 1921

The year 1920 has met with its doom,
And has vanished forever in time's yawning
tomb,

The flow of the river is hushed in its bed,
Silent and still as the year that has fled.
We bid thee farewell, as we pass through the
door,

To welcome the youngster that now has the floor.

There is an old saying that time and tide waits for no man, and nothing is more true. Time moves on with restless pace and the years follow each other in swift succession. It seems but yesterday since I sent my last New Year's message through the JOURNAL to our members and yet so much has been accomplished in the past year that we have nothing to regret. It has been full of good work from start to finish and as I send my greetings to the Sisters of the G. I. A. they are accompanied with thanks for the hearty support that has been received in every line of work proposed for the good of the Order. Only by hearty co-operation can any Order do its best, and harmony coupled with ambition must be the watchword.

The restless spirit pervading the ranks of labor the past year has been hard to combat, but we believe that this will right itself and we look forward to a happy, prosperous year in 1921.

Our membership has grown but not to the extent of the fifty thousand aimed for. We will continue to have this for our goal and I am sure we will reach it in time if we only keep on trying. How we wish that every B. of L. E. man, who has a wife, would join his efforts with ours to have her come into the ranks of the G. I. A., thereby accepting its privileges and giving us her support in carrying out our principles, which are all for the benefit and protection of our loved ones who compose the Order of the B. of L. E.

We are helping the needy widows and orphans and the aged of our Order, as no other woman's order in the world is doing. Our Sunshine Club is working overtime to carry its rays of hope and cheer to the unfortunate. And thus we are doing our part in the world's work, and to all who have so loyally and generously helped to keep the G. I. A. in the front rank of organizations, I send my New Year Greetings. My love and appreciation go with them to my associate Grand Officers and to the Inspectors, who have done splendid work visiting Divisions and encouraging them in every way.

And to the Brothers, who have been courteous, kind and helpful all along the way, we will say, "Happy New Year."

If mistakes have been made in the year that is past, let us profit by them and go forward into the "New" with courage and renewed zeal, believing that "whatever is, is best."

MARY E. CASSELL, Grand Pres.

The Sunshine Club

Our members, and especially the Divisions and individuals who responded to the call and enrolled as members of the Sunshine Club, will be pleased to know that the object for which the club was formed has been accomplished and the moving picture machine is now working in the Highland Park Home for disabled R. R. men, and from reports is thoroughly enjoyed by the inmates. A letter received from them and personally signed by each one is prized by the recipient and thinking it will interest our members it is here reproduced.

"Dear Sister Cassell, Sisters and Members of the Sunshine Club:

"Your interesting letter of recent date to the members of the Highland Park Home Family was read to us last night by Brother O'Keefe, Manager of the Home, wherein the ladies have presented the Home with an expensive moving picture machine.

"To say that we, the fifty odd men who are here, are grateful and thankful would be putting it mildly. It is certainly a present that all of the men can enjoy as it makes the Home as pleasant as it can be, for our other comforts are so well taken care of. We have plenty to eat and drink and the very best quar-

ters. So the ladies must have a keen eye to see what next was needed for our comfort. We gladly accept this nice present as a Christmas gift, and when the members of the Sunshine Club are enjoying the Holidays in their homes it may please them to know that about fifty old rails that have seen better days are getting some of the joys of life by their kindness.

"Our show will be run once a week and extra on holidays, when we will be glad to entertain you; no war tax. We wish you and your friends could see how much we appreciate this gift. Some of the Brothers are blind, they are enginemmen, but a Brother trainman leads them to the show and reads the program and explains the picture to them. Our matron, Mrs. O'Keefe, is the orchestra and furnishes music on the victrola for the picture that is being shown. Like all other good theater managers, she is disappointed if we do not have a full house."

"So now, as Brothers, we wish individually and sincerely to thank the ladies, friends and Sisters of the Sunshine Club.

"In closing we sincerely trust that your cup of happiness be ever filled to the brim, we remain,

"Sincerely and fraternally yours."

The club will continue in its mission of cheer as the films will be changed every week and the club will pay for them. We also found that we could carry sunshine into the homes of the orphans in our care and money was sent to each family for Christmas cheer, so the children could hold their belief in Santa Claus and have a tree with toys and candy just as our children did who still have their "daddy" with them and the dear old members who are pensioned on their policies were not forgotten, but we tried to gladden their hearts by sending an extra gift of money to help them have a Christmas in their own way.

And this is the work of the Sunshine Club. Aren't you glad you belong?

GRAND PRESIDENT.

Notice

All Divisions joining the Plumb Plan League or renewing their membership should notify this office to insure publication in the JOURNAL. EDITOR.

Important? Yes

PENSION FOR WOMEN

Suppose that we digress from the regular routine a few minutes, and give a little thought to a big question. As you all know, the B. of L. E. has a Pension Association in connection with its other activities that has a membership of about 20,000 and 1000 members on its pay roll. They were the first labor organization in the world to adopt a pension system for their aged and disabled members and it is working satisfactorily, as any one of the 1000 will testify. Now, why can we not have the pension benefits, or a part at least, apply to widows of deceased members of the Pension Association? Do you not think this would be a grand move? Don't you think it can be done? You know there are many widows of our deceased Brothers, members of the G. I. A., whom a monthly income for life, however small, would be a godsend. Yes, we all know them. The aim of the pioneers in the B. of L. E. Pension Association was to protect their members from want while here on earth. This principle can be applied to the wives of the members of the Pension Association as well as not, in the opinion of the writer; all the reason it has not been attempted, at least, is because members of the G. I. A. have been neglectful and indifferent in regard to the matter. There can be no other reason, as the living evidence of the need of a pension is on every hand. You no doubt will hear it said, "It can't be done," by both men and women, but the same thing is said of every new thing mentioned. It was said the B. of L. E. never could have a pension association for its old members, but a few determined men thought different, and the thing is here and doing good work. We can have a part in this great beneficial institution, too, if we think so and put forth a little effort. Our great Brotherhood will not deny us this protection if we ask for it, and we should ask, and ask quick, as convention time is near. It will cost something, of course, but what good things do we get handed us free? The writer believes that there are members of the Pension Association who have the ability to work out this problem and have the pension or a part, at least, descend to our widows. How

many others think so? How many will make an effort? How many will there be who will talk it over with their husbands? How many are willing to take the matter up at the next Division meeting and see to it that it is acted upon? Many will appreciate this as a matter of vital importance to every Sister of the G. I. A. when it is once brought to their attention, so don't wait, talk it over, think it over, and act, as convention time is near. "AUNT SUSAN."

New York State Meeting

The first New York State meeting was held in Syracuse Sept. 24, and was a success in every way. The visiting Grand Officers were met by Brother and Sister McMillian and Sister Miller and we were given a delightful ride around beautiful Syracuse. The meeting was held under the auspices of Div. 369, assisted by Divisions 249, 292 and 75. Sister Garnish, President of Div. 369, opened the meeting, and this Division put on the officers' drill and opening form. Five candidates were initiated, two became members of 369 and three went into 249, Sister Cassell, Grand President, obligating them and the Marshals of 249, 292 and 369 forming the arches. Div. 249 put on the form of initiation. Floral drill by Div. 292. Eleven Presidents of Subdivisions were present and 13 New York Divisions and one Pennsylvania Division were represented. The Grand Office was represented by Grand President Sister Cassell, Grand Treasurer Sister Jenney and A. G. Vice President Sister Miller.

Sister Hoolihan, President of Div. 292, in behalf of the four Divisions, presented Sister Cassell with flowers. The floral drill and a yoke presented by Sister Mary Hillsinger netted \$53.34, which was given to the Widows' and Orphans' Fund. The three Grand Officers were each presented with a gold piece and flowers. Sister Cassell, after responding for her gifts, advised holding the State meetings annually, and this it was voted to do. Sister Miller was elected President and Sister Fogarty Secretary of State. Sister Cassell gave an interesting talk on the work of the Order, on the injustice of the blackball, and the Sunshine Club. Sister Jenney talked on insurance. Sis-

ter Miller, whose hard and efficient work made the meeting possible, was given a rising vote of thanks. It was voted to hold the next State meeting at Albany some time during the fall of 1921. After the close of the meeting a delicious lunch was served to about 300, and all said good-bye, hoping to meet again at Albany, if not sooner.

C. B. J.

Carolinas Union Meeting

The second meeting of Carolinas Union of the G. I. A. to the B. of L. E. was held at Florence, S. C., on Oct. 26, 1920. All officers were present. Sister W. A. Horton of Raleigh, President; Sister H. T. Burkett of Columbia, Vice President; Sister A. C. Enloe of Asheville, Secretary-Treasurer; Sister L. B. Johnston of Florence, Corresponding Secretary. Delegates were present from Columbia, Hamlet, Raleigh, Florence, Asheville and Greenville. The meeting was called to order at 10:30 a. m. for transaction of business. This took up the time until noon, when the delegates were entertained at the Blue Bird tea-room by Sweet Olive Division of Florence.

After lunch the ritualistic drill work was put on for the benefit of the delegates by Sweet Olive Division with complete success. Sister McDaniel of Columbia, Inspector for Div. 399, expressed herself as highly pleased with the splendid work the Division was doing. There were no rituals used during the work. The Hamlet Division invited the delegates to have their next meeting with them. This invitation was accepted. At 5:30 the meeting was closed.

All of the delegates motored out to the Pinewood Club, where they were delightfully entertained by the Pee Dee Division, B. of L. E.

At 9 o'clock Tuesday night the local Divisions of the G. I. A. and B. of L. E. tendered a joint reception to the delegates of Carolinas Union and to Mrs. J. E. McDaniel, State Inspector, and to Mr. DeWitt House, who has retired from the service of the Atlantic Coast Line Railroad. Mr. Sam Devine presided over the ceremony of the evening and introduced the speakers of the program. Mayor Gilbert welcomed the visitors to the Gate City in his most gra-

cious manner, which was greatly appreciated by all present.

An address on "The Ladies' Auxiliary" by Mr. George Laughlin was well received. He hoped the Brotherhood men would organize a Carolinas State Union similar to that of the ladies, so that the men could attend these meetings with their wives, thereby binding these two organizations more closely together.

The next on the program was the presentation of a gift to Mrs. J. E. McDaniel, State G. I. A. Inspector, who was escorted to the rostrum by Mrs. T. B. Cooper and presented a beautiful silver casserole pyrex dish from the Sisters of Sweet Olive Division with hearts full of love, esteem and appreciation. Mrs. McDaniel responded in her most charming manner, and then made an address on "The Women's Work of Today" in the home and in the club and public activities.

Mr. DeWitt House was then escorted to the rostrum and presented a watch charm by Mr. A. J. Johnston on behalf of Pee Dee Div. 265, B. of L. E. Mr. Johnston said, "If I had been the one to select the gift, it would have been a huge bouquet of roses."

The next number on the program was a reading, "The Man Behind the Throttle," by Mrs. A. M. Pope, followed by an address on "Insurance and Membership" by Mrs. J. S. Query, Grand Organizer and Inspector of Portsmouth.

Sweet Olive Division remembered Mrs. DeWitt House, in honor of Mr. House, for her faithful service since the organization of the G. I. A. in Florence by the gift of a beautiful silk parasol, presented by Mrs. J. M. Wells, President of the local Division.

Interspersed through this program were musical numbers rendered by Miss Frances Johnston, Mrs. A. J. Johnston and Mr. Robert Collioux Lee.

A fitting finale for this most enjoyable affair were the delicious refreshments that were served, consisting of block cream and cake. At a late hour the guests departed in highest praise of the true hospitality shown them by the Divisions of Florence.

An instrument making it possible for the blind to hear the printed page was recently invented in England.

Notices

A very large number of interesting articles for publication are left over again this month and will appear in their order. I take each one according to the date it comes to my office. We are only allowed ten pages, and the space is soon filled. It is necessary to write brief articles and to the point, omitting all names as far as possible.

MRS. TURNER.

The next meeting of the Middle Atlantic Circuit will be held Jan. 18, 1921, under the auspices of Vanderbilt Div. 264, G. I. A., in their meeting room, Pythian Hall, 1941 Madison Ave., New York City, near 125th St. Meeting called for 10:30 a.m. All G. I. A. members invited.

H. L. JORDAN,
Secretary of Circuit.

DIVISION NEWS

Div. 385, Ottumwa, Iowa, has been silent for a long time but not asleep. Several new members have been initiated and several more to come in to finish up the year's work and do our part in the 50,000 membership drive. On April 7 we gave a ball that brought together a large crowd of railroad people and was a success not only socially but financially. On Sept. 11 our Grand Vice President, Sister Turner, was with us and we were happy to welcome her to our city and Division. All who heard her talk on the good our Order is doing certainly felt the time was well spent and we hope we will be privileged to have her with us again soon.

Oct. 18 was our inspection day and we held an all-day session to meet our Inspector, Sister Emma Danzinger. We had nine Sisters from Div. 220, Eldon, Iowa, and the day will long be remembered. At the close of the day's work Sister Danzinger, after making a few corrections, complimented us on our improvement over former years, and we felt our efforts to make good had not been in vain. At the luncheon hour we were kindly remembered by two of the Brothers of Div. 643, who sent us a huge bouquet of carnations.

MRS. O. E. IRWIN, Secretary.

West Philadelphia, Div. 112, has the distinction of having a charter member, Mrs. A. C. Earnshaw, who was born Jan. 12, 1828, in Bucks County, Pennsylvania, and has resided in Philadelphia 75 years. She has a most remarkable memory and can tell of the many changes that have come to our city since she was a girl. Her mind is clear and she is able to read her Bible and converse on any subject, is very much interested in our Government and the times in general, especially these stress times since the war, and was very anxious over the election and is also a good member of the G. I. A. She has five generations living. Mrs. E. F. R.

We are sure glad to give the laurels to this Sister.

A real old-fashioned barn dance was held on the evening of Sept. 28 at Stauche's Pavilion, Coney Island, by the officers and members of Div. 386, Brooklyn, N. Y. Many handsome prizes were awarded for prize costumes and prize dancing. The grand march proved to be a most wonderful attraction, being conducted by Brother Riley of Div. 868, B. of L. E. The President, Vice President and Secretary, who headed the march, dressed as real old-fashioned country girls, were presented with beautiful bouquets. Our dearly beloved Grand Chaplain, Sister Hienerwald, and husband graced the affair with their presence, having with them several of the Sisters of Div. 27, whom we were indeed glad to see. Several constables were stationed around the dance floor, who arrested anyone shimmying or dancing out of the ordinary way. He conducted them to the county jail, where Brother Orr, G. C. E., acting as judge, fined each one 10 or 15 cents, according to the charge against them. In this way several dollars were collected. During the evening the "Star Spangled Banner" was sung by all present, after which the Division presented our President, Sister Trauerts, with a beautiful set of candle holders. We know that the Sisters of other Divisions will be pleased to hear that this, our first affair, has proven itself a success, as after all expenses were paid we realized a profit of over \$300.

HELEN McBRIDE, Sec'y Div. 386.

It has been many years since Div. 205, Brownville Junction, Me., has asked for space in the JOURNAL. While we have enjoyed harmony and contentment, we cannot claim prosperity. Time has brought death, and the tortures of railroading have reduced our membership, but we still hope for a brighter future. The signs of Safety First are familiar to all travelers. Wherever danger might be, the railroad companies and corporations have not spared expense in warning all who read. I think the most practical movement is now in progress on the Canadian Pacific system, not instituted by the officials, but by God-fearing men, who are familiar with the habits and duties of railroad men. They are appealing to the employees to ask God to guide them in every-day work and pray for the safety of their train and the lives of the many who depend on their ability and judgment. Some of the men will not at first see the importance of this crusade, but when they think of the great generals of the World War who prayed before their command on bended knees and thought it worth while to ask divine help in their undertakings, they will hesitate before condemning this greatest Safety First movement. The wives and mothers can help in this crusade by saying to the men, "Give to Caesar the things that belong to Caesar and to God what belongs to God."

Mrs. H. E. ROGERS, Div. 205.

After spending some time on ritual work and brushing up on the by-laws we thought we had everything perfect, but when we would meet again and make so many mistakes we would go home simply discouraged, but the last of September our Inspector spent the day with us and although she was very reticent in regard to our standing, and sparing of praise, the members of Div. 304, Omaha, Neb., concluded if we did not come near the century mark, at least we might be honorably mentioned. Some of the Sisters concluded we should have some encouragement, so we were invited to a social at the home of Sister Meitely, who was assisted by Sister Cunningham. Talk of a social—it was a real banquet, served to 30 Sisters and several Brothers. We enjoyed a good time and it was profitable for the Division, as the sum of \$11 was cleared.

Five dollars were donated to the Sunshine Club and \$6 went into our Division treasury. During the afternoon a box was passed around and 5 cents was charged to guess the contents. We proved to be poor guessers, and the mother of one of our Past Presidents guessed correctly. It contained a very respectably dressed Kewpie, so we did not hesitate to show it to the Brothers. This party was such a success we concluded to keep the good idea moving and other Sisters have fallen into line for the winter months. During this month we celebrate our seventeenth anniversary, and as that is the event of the year with us, the Brothers as well as the Sisters look forward to this time and if by any chance they do not hear about it, they tell us that any time they will be very happy to let us have their hall any Monday night, and, of course, we are just as happy to meet with them, and the last is always pronounced the "best ever." Sec'y, Div. 304.

October 21 was a gala day for Div. 1 and the Chicago Divisions who were invited to help celebrate our thirty-third anniversary. Regular meeting was held in the morning, a fine lunch served at noon, and at 2 p. m. our President, Sister Fox, turned the meeting over to Sister Schlagel, who had charge of the program. Sister Orr, Past Grand Chaplain, made the address of welcome. Letters of regret were read from our Grand President, Sister Cassell; A. G. Vice President, Sister Fairhead, and Grand Secretary, Sister Merrill. The charter members present were Sisters Orr, Stetler, Travis, Emberly, Stofft, Conlong, Kilduff, Stockwell, Balz, Schlagel, Voelpell, Manning and Catlow, also Sister Boomer, Secretary-Treasurer, V. R. A., and Grand Organizers and Inspectors, Sisters Miller, Dean and Landgraf, eight Presidents of Subdivisions and 200 members of our Order. The program consisted of a solo by Sister Manning, history of the Auxiliary by Sister Balz, history of Sewing Club by Sister Voelpell, of the Fun Club by Sister Schlagel. Old newspaper clippings read by Sister Kilduff, reminiscences by Sister Stofft, memorial to our late Grand President, Sister Murdock, by Sister Catlow. A bouquet was ordered sent one of our charter members, Sister Cleveland, who has been an

invalid many years. Sister Schlagel presented Div. 1 with a beautiful gavel from the charter members. Sister Fox made a three-tier birthday cake, decorated with pink roses and 33 pink candles. Sister Boomer handled the knife and all present had a taste of this delectable. Entertainment closed with a song by Sister Manning.

SEC'Y Div. 1.

The much dreaded day of inspection for Div. 523, Chickasha, Okla., has come and gone. It was dreaded because of small Division and poor attendance and we knew we could not do the work creditably, but we found our Inspector, Sister Raynor, so pleasant we were glad she came. The morning was spent in examining the books and answering the questions, on which we received 100. At 1 o'clock we went to the McFarland Hotel, where we spent an hour eating the good food prepared for us and visiting, after which we returned to the hall, where our President, Sister True, called the meeting to order that we might exemplify the ritualistic work. Owing to the absence of a few of the members, some being sick and others out of the city, the work was very poorly done. Sister Raynor was very patient and kindly showed us our errors. She gave us an excellent talk for the good of the Order and some good suggestions for the good of our Division. The President presented her with a small token as a remembrance from Div. 523. As it was about train time, we wished Sister Raynor Godspeed and a number of the Sisters accompanied her to the station. We hope she will come again.

SEC'Y Div. 523.

Manly, Iowa, Sept. 24, 1920.

To the Officers and Members of Worth Div. 562, G. I. A.

The officers and members of Manly Div. 813, B. of L. E., desire to thank you for the splendid dinner and entertainment your organization provided Monday evening, Sept. 13.

The B. of L. E., as a whole, feels justly proud of its sister organization, the G. I. A. We believe that the B. of L. E. today is unquestionably one of the foremost fraternal organizations in the country, and we feel highly privileged indeed at this time to have an

opportunity to express our appreciation to the G. I. A. for the great help they have afforded us in the building up of our Organization. We feel that the engineers' organization would never have come to the front as quickly and as honorably as it has had it not been for the continued help and support of their wives' organization.

It is our aim to maintain the sound principles and high ideals that we have attained in our Organization and to elevate those standards even higher, if such a thing is possible, and we know that our work is going to be less burdensome and the fruits of our labor more bountiful with your continued co-operation as in the past.

Again, Manly Div. 813 extends its sincere appreciation to you for your help and co-operation and wishes to assure you that we stand ready at all times to be of help to you in whatever way we can, and we ask that you feel at liberty to call on us at any time.

A. M. HANSON,

Local Chairman Div. 813.

As the year 1920 draws to a close, we, the Sisters of Div. 384, Jacksonville, Fla., send a greeting from the land of sunshine to our Sisters scattered over this fair land of ours. This has been a wonderfully prosperous year with us, financially, socially, and in our campaign for new members. Great credit is due the untiring efforts of our faithful Secretary and our beloved President, Sisters Connelly and McKenzie. The latter is strict, but rules with a rod of love. At our last meeting every officer answered to the roll call and we have been initiating from one to three candidates at every meeting. The new members take active interest in the floor work and are taking out the insurance. The penny collection enables us to send flowers to our sick Brothers and Sisters. Our new custom, inaugurated this year, of giving each Sister a handkerchief shower on her birthday, has proven a great success, as it promotes a feeling of fellowship not only between the Sisters but the Brothers also, as they are always welcome to join us in these socials, held at the close of our regular meetings. Great merriment is had over the appropriate verses accompanying the gift. At a recent shower given for our Guide, an original

poem written by one of our members was read and all wanted it sent to the JOURNAL.

This is the birthday
Of our Sister Brown,
You are certain to meet her
All about town.

She seeks for new members,
Wherever she goes,
So she can prance round the lodge room
On the tip of her toes.

She guides our new members,
While they ride our old boat,
But has never been known
To tear anyone's coat.

She makes a good guide
We can truthfully say—
So here's many happy returns
From the G. I. A.

We wish all our sister Divisions a merry Christmas and happy New Year.

MRS. W. T. CLARKE, Cor. Sec. Div. 384.

Div. 432, Etowah, Tenn., spent a delightful day on Oct. 21, with Sister Luttrell as our Inspector. The form of initiation was taken up first, as we had a real candidate and wished to have her enjoy the whole day with us. At 12:45 we adjourned for lunch at Hotel Glenwa, and my, what a lunch. This was served to 19 and all enjoyed it heartily. Some kodak pictures were made of the group and we returned to the hall, where the meeting was called to order at 2:30. Sister Luttrell thought we did wonderfully well in our work and made us a splendid talk for the good of our Division. Sister Gurley, our President, responded and presented her with a beautiful potted plant in behalf of Div. 432. Altogether it was a lovely day.

MRS. H. C. AMSLIE, Sec'y.

Inspection day for Div. 115, Washington, D. C., dawned more beautiful than any of the lovely days we have had this autumn, and it served to bring out a large number of our members to meet the Inspector, Sister Hienerwald. We had been planning for this date and freshening ourselves both in ritual and questions on by-laws. Sister Hienerwald is well known and bears many titles—Grand Chaplain, Grand Organizer and Inspector, as well as holding office in her Division. She needs no praise from us, as her virtues are well known, and we were highly encouraged with her generous praise for our efforts to do the work perfectly. The morning

was given to inspection of books and questions, and my, she could ask more questions than a Philadelphia lawyer.

It took no special invitation to get us to the dining hall, where a long table, beautifully laid, groaned with all the good things you could think of. The Refreshment Committee, with Sister Perry as chairman, deserves special mention for the well-prepared, wholesome and delicious luncheon. Our G. C. offered prayer and all "fell to." When the "inner man" was satisfied we were "fit as kings" to proceed with the ritualistic work, which we did with speed and profit to ourselves. At the close our President, in behalf of the Division, presented Sister Hienerwald with a gold piece as a small token of our love and affection. She accepted most graciously and we listened to a most delightful talk which was certainly interesting and with keen regret we saw the meeting draw to a close. After cream and cake had been served we bade our Sister Godspeed and departed, feeling benefited all around. May she live long to serve. We wish continued success to the G. I. A.

SEC'Y Div. 115.

Who Was it Who Said: "Monuments and Eulogy Belong to the Dead"?

Daniel Webster was a man who was constantly receiving praise for his brilliant oratorical power, and it was with the knowledge that much of this praise was but empty flattery that the great American orator rebuked some of his flatterers with the words, "Monuments and eulogy belong to the dead!"

Webster was born in Salisbury, N. H., Jan. 18, 1782. He was the son of a poor farmer and justice of the county court. His early life was spent entirely in the country, and had it not been for the American school system, which even in that early period had pushed its way into the rural districts, it is doubtful if the lad would have ever received the preliminary education which enabled him to enter Dartmouth College and later assume the prominent place that was his in the affairs of his country.

In 1797 Daniel Webster entered Dartmouth College, and to defray his expenses at that institution he taught school during the winter months. In 1801 the young man commenced the study of law, and upon the completion

of his course he entered a law office in Boston. Upon the death of his father Daniel Webster established himself at Portsmouth, N. H., where he built up considerable law practice.

Daniel Webster made his debut in Congress in 1813. His wonderful powers of oratory soon won for him a place of unrivaled prominence among the leading men of the Nation, and coupled with this power as a speaker Webster developed a master mind for solving the problems that were confronting the country. Upon the expiration of his term Webster did not appear again in Congress for seven years. Later he became senator. It was in the Senate that he distinguished himself in the celebrated reply to Senator Hayne.

For three terms Webster served as Secretary of State. He died Oct. 24, 1852.—Wayne D. McMurray, in *Cleveland Plain Dealer*.

G. I. A. Voluntary Relief Association

Chicago, Ill., Jan. 1, 1921.

To Division Insurance Secretaries:

You are hereby notified of the death of the following members. The amount due not later than March 31, 1921, for April quarter and Contingent Fund No. 12 is \$2.50 for those carrying one certificate and \$5.00 for those carrying two.

Members insured during January will pay February and March of January quarter, all of April quarter and Contingent Fund Assessment No. 12, not later than March 31, 1921, or forfeit insurance. Insurance Secretaries must remit by post office or express order, or bank draft if payable on Chicago, New York, Boston, Philadelphia or St. Louis, Mo. Personal checks and those on any other city except above named cannot be accepted.

SERIES A

Assessment No. 896

Clovis, N. M., Oct. 22, 1920, of cancer, Sister Frances Coulter of Div. 527, aged 56 years. Carried two certificates, dated August, 1908, payable to Bertha Bockway, daughter.

Assessment No. 897

Covington, Ky., Oct. 24, 1920, of cerebral hemorrhage, Sister Mary Watts of Div. 130, aged 53 years. Carried two certificates, dated June, 1907, payable to Jefferson Watts, husband.

Assessment No. 898

Bellevue, Ohio, Oct. 28, 1920, of heart disease, Sister Charlotte Long of Div. 25, aged 76 years. Carried one certificate, dated April, 1890, payable to Mina Phillips, Nora Long, daughters.

Assessment No. 899

Cleveland, Ohio, Oct. 31, 1920, of paralysis, Sister Mary Matthews of Div. 65, aged 58 years. Carried two certificates, dated November, 1902, payable to G. S. Matthews, husband.

Assessment No. 900

Wellington, Kan., Nov. 1, 1920, of tuberculosis, Sister Katie Beard of Div. 460, aged 46 years. Carried two certificates, dated September, 1911, payable to John Beard, husband.

Assessment No. 901

Milwaukee, Wis., Nov. 8, 1920, of angina pectoris, Sister Mary V. Parker of Div. 231, aged 75 years. Carried one certificate, dated May, 1900, payable to Jessie Parker, daughter.

Assessment No. 902

Cleveland, Ohio, Nov. 8, 1920, of acute indigestion, Sister Florence Cratty of Div. 65, aged 50 years. Carried two certificates, dated October, 1914, payable to Edward Cratty, husband, and Edwin Laubacher, son.

Assessment No. 903

Temple, Texas, Nov. 12, 1920, of brain tumor, Sister A. S. Barry of Div. 480, aged 54 years. Carried one certificate, dated December, 1911, payable to R. S. Barry, husband.

Assessment No. 904

Hornell, N. Y., Nov. 22, 1920, of cancer, Sister E. Kosinsky of Div. 134, aged 48 years. Carried two certificates, dated February, 1912, payable to Myron S. Zimmer, son.

Assessment No. 905

Ashtabula, Ohio, Nov. 22, 1920, of diphtheria, Sister Dora Crew of Div. 147, aged 62 years. Carried one certificate, dated May, 1900, payable to Curtis Crew, husband.

Assessment No. 906

Marion, Ohio, Nov. 22, 1920, of goiter, Sister Cordelia Burcaw of Div. 167, aged 52 years. Carried two certificates, dated January, 1912, payable to Lorenzo Burcaw, husband; Florence, Nellie, Rachel, Grace, Lucille and John Burcaw, children.

Assessment No. 907

Saginaw, Mich., Nov. 24, 1920, of myocarditis, Sister Anna Comins of Div. 13, aged 46 years. Carried two certificates, dated April, 1908, payable to Wilson Comins, husband.

Assessment No. 908

Enid, Okla., Nov. 26, 1920, of cancer, Sister Minnie Scudder of Div. 463, aged 55 years. Carried two certificates, dated April, 1908, payable to Isaac Scudder, husband.

Assessment No. 909

Florence, S. C., Nov. 29, 1920, of Stokes Adams' disease, Sister Sallie M. Scott of Div. 399, aged 48 years. Carried one certificate, dated January, 1911, payable to Mark Scott, husband.

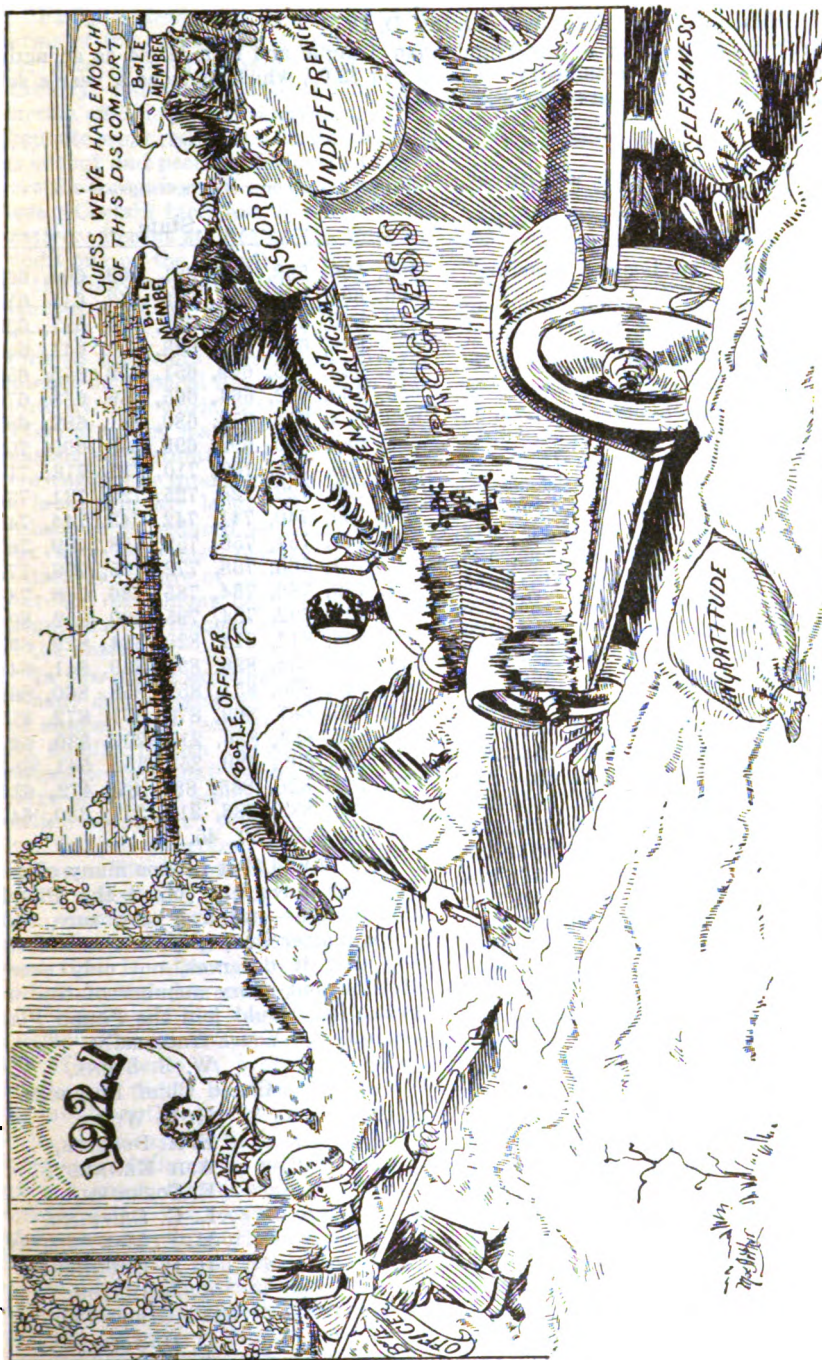
Assessment No. 910

Richmond Hill, L. I., N. Y., Nov. 30, 1920, of nephritis, Sister Margaret Kelly of Div. 272, aged 61 years. Carried one certificate, dated February, 1908, payable to John Kelly, husband.

Members will pay Insurance Secretaries on or before March 31, 1921, or forfeit their insurance. Insurance Secretaries must remit to General Secretary and Treasurer by April 5, 1921.

Members in good standing on October quarter, 18,208 in the First Class and 7098 in the Second Class.

MRS. GEO. WILSON, Pres. V. R. A.
MRS. JENNIE E. BOOMER, Secy. and Treas.
7612 Rogers Ave., Chicago, Ill.



CLEARING THE WAY FOR PROGRESS

EVERY MEMBER GET A MEMBER

TREASURER PLUMB PLAN LEAGUE,

Machinists' Building, Washington, D. C.

Enroll me as member of the Plumb Plan League and include me as an active advocate of democracy in industry. I send you \$2.00, which includes a year's subscription to *Labor*, the national labor weekly.

Name.....

No. and Street.....

Town or City.....State.....

The Plumb Plan League Booming

The following Divisions are now members of the Plumb Plan League:

1, 2, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14,
15, 16, 18, 19, 20, 23, 25, 27, 28, 29, 30,
31, 32, 33, 36, 37, 38, 39, 40, 41, 43, 44,
46, 47, 48, 49, 50, 51, 52, 53, 55, 56, 57,
58, 59, 60, 61, 64, 65, 66, 69, 71, 72, 74,
75, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86,
90, 92, 93, 94, 95, 96, 97, 98, 99, 100,
101, 102, 103, 104, 109, 110, 112, 113,
114, 115, 116, 117, 120, 121, 122, 125,
126, 129, 130, 135, 137, 139, 141, 143,
144, 145, 146, 150, 151, 153, 154, 155,
156, 159, 160, 161, 165, 167, 169, 170,
171, 173, 177, 178, 179, 180, 182, 183,
184, 186, 187, 190, 192, 194, 196, 197,
198, 201, 203, 206, 207, 208, 210, 213,
214, 215, 216, 217, 218, 219, 221, 222,
223, 225, 226, 228, 229, 231, 233, 235,
236, 237, 241, 244, 246, 248, 249, 250,
252, 254, 255, 257, 259, 260, 261, 262,
263, 264, 265, 266, 269, 270, 271, 272,
273, 274, 275, 276, 277, 280, 281, 282,
283, 284, 287, 289, 290, 292, 293, 294,
295, 297, 298, 299, 300, 301, 302, 304,
306, 307, 311, 312, 313, 314, 316, 317,
318, 324, 327, 328, 329, 333, 334, 335,
339, 340, 343, 347, 349, 351, 353, 354,
356, 357, 358, 359, 360, 361, 364, 365,
366, 367, 369, 370, 372, 376, 377, 378,
379, 380, 383, 384, 385, 386, 387, 389,
391, 392, 393, 394, 395, 399, 400, 401,
402, 403, 404, 405, 408, 411, 415, 418,
420, 421, 424, 425, 426, 428, 429, 430,
431, 432, 433, 434, 435, 436, 439, 440,
441, 442, 447, 448, 451, 452, 454, 456,
457, 458, 459, 461, 462, 464, 465, 466,
467, 468, 471, 473, 475, 476, 477, 480,
481, 483, 485, 488, 489, 490, 491, 493,
494, 495, 496, 497, 498, 499, 500, 501,
502, 503, 504, 505, 506, 508, 513, 517,
519, 520, 523, 525, 527, 530, 531, 533,
536, 537, 538, 539, 543, 544, 546, 547,
549, 550, 551, 552, 555, 559, 560, 564,
566, 568, 571, 573, 576, 577, 578, 580,
582, 584, 585, 588, 589, 590, 591, 592,

595, 596, 598, 599, 601, 602, 604, 605,
606, 607, 610, 611, 612, 613, 615, 618,
619, 620, 621, 623, 625, 626, 627, 629,
630, 632, 634, 635, 638, 640, 641, 643,
644, 645, 646, 649, 651, 652, 655, 656,
659, 660, 662, 664, 665, 666, 668, 670,
672, 673, 674, 678, 680, 681, 682, 683,
685, 688, 690, 692, 695, 698, 699, 701,
704, 706, 708, 709, 710, 712, 713, 714,
719, 720, 722, 724, 725, 727, 731, 734,
738, 739, 740, 741, 742, 743, 744, 745,
746, 748, 754, 755, 757, 758, 759, 760,
761, 763, 766, 768, 772, 775, 776, 777,
778, 779, 780, 784, 785, 786, 788, 789,
790, 791, 792, 794, 795, 800, 802, 804,
805, 806, 812, 814, 820, 824, 829, 830,
831, 833, 834, 836, 838, 839, 841, 842,
845, 849, 850, 851, 857, 858, 860, 861,
863, 865, 867, 869, 870, 871, 872, 875,
880, 882, 883, 886, 219, 227, 330, 647,
119, 136, 209, 230, 253, 352, 541, 687,
729, 732, 826, 835, 887, 87, 472, 633,
880, 882, 883, 886, 219, 227, 330, 647,
702, 54, 147, 650, 45.

We still find that far too many of our Divisions have not joined the Plumb Plan League—we are very sure that if this matter were given the consideration that it deserves, not only every Division, but every member of the organization, would join the Plumb Plan League.

Yours fraternally,

W. S. STONE,

Grand Chief Engineer.

H. E. WILLS,

F. A. BURGESS,

ASH KENNEDY,

E. CORRIGAN,

L. G. GRIFFING,

M. E. MONTGOMERY,

H. P. DAUGHERTY,

A. JOHNSTON,

Ass't Grand Chiefs.

C. D. JOHNSON,

S. H. HUFF,

Temporary Ass't Grand Chiefs.

Attest: WM. B. PRENTER, F. G. E.

Cost of Fatigue of Workmen

"Fatigue costs may be expressed in terms of the effect upon health, longevity, safety, labor supply, employment stability, industrial contentment, productive efficiency—i. e., alertness, speed, accurate work, minimum waste—as well as output and profits. Evidence to support the foregoing will not be introduced here. Certain facts are, however, illustrative. Recent studies of the working conditions of the foundry trades made by the Office of Industrial Hygiene and Sanitation of the U. S. Public Health Service, show that where the molders work at piecework there are a greater number of physical ills than where they work at day work, other factors not differing to any marked extent. It is a reasonable postulate that where excessive fatigue is produced and prolonged in labor for any length of time, vital resistance is reduced and the body is less able to resist disease. It is a noticeable feature of production studies that the maximum depression of the output curve is reached after the middle of the shift.

"In two plants working on an 8- and a 10-hour day respectively, where intensive studies were recently carried on by the Public Health Service, it was a noticeable fact that "while in the final hours of the day accidents fell with the decline of output" yet the presence of over-fatigue interfered with a parallel decline. There was, in the 10-hour plant, a greater rate of fall in production than in accidents, the accident ratio for such plant actually increasing; that is, although both accidents and production decreased yet the decline of accidents did not keep pace with the decline of production, making the number of accidents in proportion to the number of pieces produced greater in the last hour than in the previous hours.

"In a discussion of economic losses from over-fatigue, a writer recently gave a mass figure which challenges consideration, not because of any proof of its accuracy so much as because it is both spectacular and logical. He estimated a loss from fatigue to the Nation as not less than 20 cents per worker per day per year. Now, to grasp the significance of this apparently slight loss, recall that the Bureau of the Census estimates that there are about 40,000,000 workers in the United States.

The normal working year is 300 days. On the basis of this estimate the monetary loss to the Nation from over-fatigue would approximate \$2,400,000,000 per year. Translated into lost time, allowing an average wage of \$5 per day per worker, which is a high average, all workers considered, this would mean a lost time from production of the equivalent work of 1,600,000 workers for one year. If one were to carry this out further and count in all the losses in sickness and accidents, to which fatigue is a predisposing or exciting cause, as well as those other losses due to turnover because of the disinclination of certain groups of workers to do hard work, and the dissatisfaction that leads to sabotage and like losses, to the incidence of which fatigue is a contributing cause, then the drain upon society and upon the industrial group in society would amount to almost unbelievable totals.

"Based on the capabilities of the worker and not on the capacity of the machine, there is apparently in plant production a law of diminishing returns for energy spent, and a point is reached beyond which labor becomes less profitable. However, the massing of the probable losses in such a spectacular manner, while undoubtedly trustworthy, and attendant upon or resulting from a lack of appreciation of the law of fatigue, does not convince the individual employer of the need to analyze his own plant. The loss is a national one which warrants a nation-wide preventive program. The problem which it presents to the average employer, alike important to the employee, is how so to control fatigue-producing conditions and processes as to enable efficiency to be maintained at a minimum cost in health and welfare to the worker and to the state."

The foregoing is part of an article written for the *National Safety News* by Mr. H. Minem, one of the world's leading "safety engineers," a man who is widely known for his progressiveness along the lines of industrial safety.

The figures given were no doubt based upon research among that class of workers known as shop men, as no reference is made to the long periods that train and enginemen are required to work, the effect of which, if summed up, would no doubt reveal a list of railroad wrecks and loss of life and property

that would stagger humanity. Mr. Minem merely referred to the effect of fatigue of men whose hours of service did not exceed ten hours, and even at that he expressed the belief that the loss in actual dollars would amount to more than two billion dollars. He bases his figures on a working force of forty million people working 300 days per year. But what must have been the effect of overwork on railroad men? There are nearly half a million men employed in train service. A large percentage of those are employed in through freight and local freight work. Up to the time of the 16-hour law, the passage of which the railroads most strenuously opposed, and frequently disregarded, there was no limit to working hours. The writer has frequently been on duty in all kinds of weather for 36 hours and often longer. Though the 16-hour law has restricted the limit to which railroad companies may keep their train employees on duty, which would seem to be a great improvement on the old system that knew no limit, yet the fact is there are so many more men working up to the excessive 16-hour limit than before the law was passed, and under so much more trying conditions, that the average effect of fatigue from overwork of train employees is fully as great, if not greater, than when there was no limit to the working hours.

But it is not alone the financial losses from accidents due to errors of judgment or sleeping on duty as a result of fatigue from overwork that represents the worst phase of excessive hours of service of train employees, nor the loss of their earning power as a factor in production; the worst feature, and one that should appeal with greatest force to those who are today professing to do so much good in humanitarian work, is the loss of protection to the family when the husband and father is incapacitated through accident or sickness, the direct result of overwork.

If the figures showing so much financial loss from fatigue of workmen on duty for ten hours or less are so appalling, and these men having as a rule positions of little responsibility, what must it be in the case of engine and trainmen whose slightest neglect at times will cause such great loss of life and property?

EDITOR.

Boasting Profiteers

There were 31 bills introduced in the New York Assembly last year to curb profiteers and reduce the cost of living.

Thirty were killed.

The Wholesale Grocers' Association killed them. It boasted of it at the Hotel Astor last week.

Mr. Staib, Chairman of the Committee on Legislation, told the other wholesalers of what was done. They defeated a bill to supervise factories, plants or places where food was sold; a bill to permit cities to buy and sell food products at cost. They opposed restrictions on the grading and packing of food.

This was done "by establishing closer contact with senators and assemblymen." No wonder Mr. William J. Ingersoll told the convention that the high cost of living would continue. It will continue just as long as our State Legislatures and Congress are ruled by profiteers.

Here's the answer: Senators and Congressmen who do not take sufficient interest in legislation to be present and vote are catalogued as being opposed to labor. Besides they are drawing salaries under false pretenses and deserve a permanent vacation.—*Labor.*

Now that the traffic rates have been made satisfactory to the railroads, let us hope that the condition of the engines and the service in general will be made satisfactory to the men who operate the locomotives. There is also a need of improvement in the terminal facilities with respect to the eating and sleeping accommodations of train employees. Some railroads evidently seem to regard such matters as being none of their business, but they should make anything their business that concerns the health and comfort of their employees if they expect to restore the old-time loyalty and efficiency of their enginemmen.

A Considerate Mule

A negro was trying to saddle a fractious mule, when a bystander asked: "Does that mule ever kick you, Sam?"

"No, sah, but he sometimes kicks where I'se jes' been."—*The American Legion Weekly.*

The Giant Trees of California

Mr. Madison Grant throws some light on the history of the giant trees of California in an article published in the Bulletin of the Zoological Society of New York, from which we clip the following:

Mr. Grant's article concerns itself chiefly with that branch of the family that settled on the coast, because it is they, more than the *Sequoia gigantea* or Big Tree of the Sierras, that are in imminent peril. He says:

"The Redwood of the Coast, the *Sequoia sempervirens*—the immortal *Sequoia*—well deserves its name. Far from being a battered remnant like its cousin of the Sierras, whose shattered ranks remind one of ponderous Roman ruins, the redwood is a beautiful, cheerful and very brave tree. Burned and hacked and butchered, it sprouts up again with a vitality truly amazing. It is this marvelous capacity for new growth from trunk or from root saplings which is perhaps the most interesting character of the Redwood in contrast with the Big Tree, which has no such means of regeneration and must depend on its cones for reproduction.

"All the redwood forests have been more or less injured by fire, often deliberately started by the lumbermen to clear away the slash, and it is a wonderful sight to see a charred trunk throw out a spray of new growth 20 or 30 feet above the ground, or a new tree standing on top of an ancient bole and sending its roots like tentacles down into the ground around the mother stump. Other trees stand athwart the fallen bodies of their parents and continually readjust their root system to the decaying trunk beneath it.

"The vitality of the second growth throws up a circular ring of new and beautiful redwoods around the parent stump, and these little trees come up again and again if cut. If, however, they are burned several times in succession, this capacity of shoot-reproduction appears to be lost and there are cases, notably about fifteen miles north of Arcata, in Humboldt County, where the highway passes through three or four miles of very large and thickly set burned stumps that show little or no signs of reforestation, proving that

there are conditions where human greed and human carelessness make it impossible for even the redwood to survive.

"The age of the redwood is about half that of the Sierra Big Tree, and the life of a mature redwood runs from 500 to 1300 years, in many cases probably rather more.

"The diameter of the larger redwoods is 16 feet and over, and the height runs from 100 to 340 feet. Thus, while the diameter is less, the height is far greater than its cousin, the Big Tree, with the result and effect of a graceful beauty rather than vast solidity. It is probable that trees will be found which will exceed this maximum altitude, and it is quite possible that an ultimate height of 350 feet may be recorded. One would anticipate the discovery of this tallest tree on earth either in Bull Creek Flat or along Redwood Creek.

"The fundamental tragedy of the whole redwood situation lies in the fact that these great trees are nearly all in the hands of private owners who cannot reasonably be expected to sacrifice their holdings for public benefit. The State and Nation, however foolish they may have been in giving away these lands, must now buy back at least a large portion of them.

"It is scarcely necessary to dwell on the crime involved in the destruction of the oldest and tallest trees on earth. The cutting of a *Sequoia* for grape stakes or railroad ties (and an 18-foot tree was cut this summer for that purpose along the new State highway) is like breaking up one's grandfather's clock for kindling to save the trouble of splitting logs at the woodpile, or lighting one's pipe with a Greek manuscript to save the trouble of reaching for the matches.

"After the fall of the Roman Empire the priceless works of classic art were 'needed' for lime, and statues by Phidias and Praxiteles were slacked down for this purpose, but the men who did it are today rightly dubbed 'vandals and barbarians'. What then will the next generation call us if we continue to destroy these priceless trees because lumber is 'needed' for grape stakes and railroad ties?

"It will cost money to preserve the redwoods—many millions; but California has no choice. Either the amount needed to save the groves must be sup-

plied today, or else a far greater sum will be required ten years hence to purchase a butchered and isolated tenth part of the forests. Those are the only alternatives. If the groves are bought in their present condition and at relatively small cost, it will be a great innovation because heretofore Americans have followed the wasteful policy of recklessly exploiting wild life, forests and streams, and then as soon as the destruction is complete, the policy is changed, game is reintroduced, and attempts are made to reforest the mountains at vast cost. But redwoods never can be replaced.

"The plans of the League involve: (1) The securing of a belt of the finest redwood timber bordering the northern highway, in the hope that this area may become a State park. (2) The obtaining of a considerable body of the most typical primitive redwood forest known, for the purposes of a National Redwood Park."

Such are the conditions which have led to the organization of the "Save the Redwoods League." Secretary Franklin K. Lane is president of the League, and the work is under the active direction of Dr. John C. Merriam of the University of California, Berkeley. The purpose and plans of the organization are thus set forth in a folder issued by the League:

"The Save the Redwoods League was organized to assist in bringing about a better and more general understanding of the value of the primeval redwood forests of America as natural objects of extraordinary interest as well as of economic importance, and for the purpose of bringing into unity of action all interests concerned with the movement to preserve such portions of these forests as should be saved to represent their fullest beauty and grandeur."

No-Strike Law in Texas

Governor Hobby has closed his long anti-trade union political record by calling a special session of the Legislature and jamming a "can't-strike" law through that body. The act applies to all workers engaged in transportation.

If a strike is called, those who discussed the matter, or communicated by letter or telephone, are guilty of a

criminal offense and shall be sentenced to the State penitentiary for not less than one year and not more than five years.

If a strike is called, the Governor may assume charge and shall exercise complete police jurisdiction "through such means and agencies as he may select." The act permits the Governor to set aside all properly constituted police authority, and no police officer, except those appointed by the Governor, shall make an arrest.

If the Governor believes that he can not secure convictions of strikers in the locality where the strike exists, the Attorney General shall ask the court for a change of venue, and it shall be the duty of the court to "immediately" issue such order for a change.

Governor Hobby secured this law following a whirlwind campaign throughout the State for "protection to commerce." He used the same methods to justify martial law at Galveston, during the longshoremen's strike the past several months.

The popular sentiment of the people of Texas regarding this and similar movements of anti-union employers is shown by the recent defeat of former United States Senator Joe Bailey, who was a candidate for Governor. Bailey stood on an avowed anti-union platform and when the votes were counted it was found that the pet of cheap wage employers was annihilated. — *Weekly News Letter*.

Being on Time

An efficiency expert writes, "Don't be merely on time, better be a little ahead of time. Napoleon won most of his battles by being ahead of time."

That may have been all right for Napoleon in his line of work, but we have a rather distinct recollection of getting thirty days on a certain occasion for being only two minutes ahead of time. If it had been an hour, the same proportion of penalty would mean 900 days, almost three years suspension. So "on time" is good enough for an engineer, and there have been occasions when a couple of minutes behind time would have been even better, as in a fog, for instance, or when some other poor guy was trying to "smoke in" against you on a time order.

THE JOURNAL

Published monthly, 1124 B. of L. E. Building
CLEVELAND, OHIO.

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - Assistant Editor

Address all matter for publication—Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to C. H. SALMONS, S. G. E., 1124 B. of L. E. Building.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to W. B. PRENTER, F. G. E., 1118 B. of L. E. Building. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to W. N. GATES Co., Managers Advertising, 409 Garfield Building, Cleveland, O.

THE GARDNER  PRINTING CO.
CLEVELAND, OHIO

JANUARY, 1921

Hope for the Best While Preparing for the Worst

Right now there are many writers and public speakers who are deploring the use of the strike as a means to enforce settlement of differences between employers and employees. Better for them to deplore the existence of conditions that make strikes necessary. But, anyway, the strike itself does not settle anything, merely removes doubt from the minds of the employer as to the extent of dissatisfaction existing among the employees, besides causing an economic loss to the industry and all concerned. Many a strike would have been prevented could the really responsible officials of the company have known the temper of the employees, but the subordinate officers, those in direct contact with the men and who are expected to know, too often assure the "higher ups" that there is no danger of a strike, that the men are only bluffing. This is what the "higher ups" want to hear, and the subordinate officials will feed it to them if only to show how absolute is their

control and how intimate their knowledge of what is going on in the ranks, and for that very reason many strikes have taken place that would have been prevented were the facts known. So the real purpose the strike serves is to afford a general and united expression of the employees. The strike is admitted to be a clumsy means to employ, it not being in any sense a corrective measure, and its merit should not be estimated on the basis of what it has accomplished but rather upon what it has prevented.

The old adage, "An ounce of preventative is worth a pound of cure," applies most fittingly in the case of strike prevention, and there have been many instances where the ounce of preventative would have been worth more than tons of cure. It is due to a pretty general realization of this fact that some of our leading public men, Herbert Hoover among them, are trying to put an end to strikes in the interest of all concerned.

If there is a sincere desire on the part of all concerned to put an end to strikes, and the necessary concessions made by each so the plans of all will dovetail into each other, they should be successful, for with the employees and the employers, the contending forces and the public acting in the capacity of an impartial umpire, the solving of labor problems should be an easy matter. The three-group plan is the only one from which we can hope for success, but as this third party, the public, is the keystone of the whole structure, the men composing it must be free from selfish motives, else the whole plan will fail. The Transportation Act provides for a Labor Board built as originally designed along the lines suggested here, but since the roads have gone back to private control the Interstate Commerce Commission has been doing some jockeying with the formation of the Railroad Labor Board until it has been changed from a three-group proposition to a four-group one, and we are told that other groups are to be added.

Labor is agreeable to the adoption of any method that will insure the promotion of industrial peace upon an equitable basis, but with the capitalistic press widely heralding the challenge of the "open shop" and the Interstate Commerce Commission shaping the forma-

tion of the Railroad Labor Board, to afford the railroad companies, what labor believes is, an unfair advantage over the railroad employees, much doubt has arisen in the minds of the working classes as to the sincerity of those who are now engaged in the work of trying to invent plans to permanently solve the problem of industrial peace.

Let us hope for the best, however, and at the same time continue our preparations for the worst.

Entertainment and Instruction Effectively Combined

The writer had the rare pleasure of witnessing a "Safety First Rally" of the Safety Board of the New York Central Railroad held in the B. of L. E. Auditorium on Sunday, Nov. 21.

The attendance was a large and enthusiastic one, and the method of instruction was both novel and effective, the educational features being preceded by a really high-class vaudeville entertainment which put the audience in a proper frame of mind to appreciate the very practical moving picture illustration that followed, showing how railroad employees contribute to the list of personal injuries of themselves and their co-workers by reckless or careless habits in the manner of doing their work.

There was no attempt at exaggeration, there really was no need for that, as the imagination can conceive of no more reckless disregard for personal safety than is practiced by some railroad employees, and the wonder is, even to those who are accustomed to seeing it day in and day out, not to mention the greater risks taken at night, that the list of killed and injured among trainmen and switchmen is not even greater than the records show.

A feature of the rally was an address by Mr. Marcus A. Dow, general safety agent of the New York Central Railroad Company, who made an eloquent and forceful appeal to the common sense of the employee.

He likened the reckless railroad man to the gambler, but with this important distinction, that the gambler merely stakes his money while the reckless railroad employee stakes his personal safety, even his life, as well as the welfare of those dependent upon him. The

gambler, he said, won sometimes, and at the worst merely goes broke, while the reckless workman playing bigger stakes wins nothing when his luck is the best and when the luck is against him may lose all.

Mr. Dow also pleaded earnestly for the utmost co-operation between the employees and their superiors, and as chief safety representative of the New York Central Railroad, he pledged the co-operation of the company in promoting safety work.

From the point of view of the men engaged in switching and repairing cars, the practical lessons shown on the screen were all that could be asked for, but from that of the engineer there was much to be desired that was lacking. Among these are the effect of the short flag, the failure of the flagman to use the torpedo, the effect of cab windows being coated with steam or frost from leaky joints of pipes and valves on boiler head, the clouds of steam from blowing piston and valve stem packing which obstructs the view ahead. These are among the most common mechanical defects that contribute to train accidents. If there could also be thrown upon the screen the picture of a half-frozen, hungry and worn-out 16-hour engine crew, all sound asleep while drifting down some night to a derailling switch, a railroad crossing, or into a busy terminal yard, then the other side of the situation would be presented, for although reckless practices of employees are responsible for much that might be corrected, there are other faults for which the railroad company is responsible that contribute a large share to the fearful record of personal injuries of railroad employees.

But the work of safety is progressing with giant strides, and with such results that we may soon see it extended to every branch of railroading, even to locomotive work.

Kentucky Judge Bases His Decision on Rule of a Working Agreement

An important precedent was recently established when Judge E. I. Clarke, of the Court of Appeals of the State of Kentucky, granted an injunction asked for by a passenger conductor on the Louisville & Nashville Railroad to prevent that company from displacing him

with a senior freight conductor whose run had been taken off. An interesting feature of the case was that the judge based his ruling wholly upon the conditions contained in the working agreement between the conductors and the railroad. That part of the agreement bearing on the case reads substantially as follows:

"Conductors will be required to participate in extra passenger work before being permitted to exercise their rights to permanent passenger vacancies."

The capitalistic press made an attempt to show that the ruling of the court was a blow to the senior rule, when in fact it was really a confirmation of it, since the decision of the court was based wholly upon the rule contained in the agreement which defined the senior rights of the conductor in a manner to properly cover the point in dispute. The theory was also advanced that the passenger conductor who asked for the injunction was not a member of the conductors' organization, for which reason he could not be bound by agreements drawn up between the company and that organization, but the ruling of the court set aside that theory.

There are rumors afloat at the present time that following the "open shop" campaign which organized capital is said to be preparing for now, that the senior rule will be its next object of attack. Whether that report is true or not doesn't matter much right now, for the train service organizations were never before better prepared to resist such a movement, but it is a significant fact well worthy of note that the senior rule as a factor in regulating the rights of railroad employees to advancement in the ranks has been materially strengthened by the recent ruling of Judge Clarke.

The Ruling of Board of Adjustment No. 1 on the Case of Bro. E. H. Lipford

On page 6 will be found the report of a ruling of Railroad Board of Adjustment No. 1 in the case of Bro. E. H. Lipford of the Seaboard Air Line, who was disciplined by that company for the breaking of an engine truck journal. The decision of the Board exonerates Brother Lipford from all blame and also relieves him of the penalty of 20 days' suspension. The manner of

handling Brother Lipford's case is a strong argument in favor of permanent Federal boards to dispose of just such cases, as the railroad officials would think twice before inflicting unjust discipline on an employee, rather than have their ruling revised by a board of experts who will understand and decide a case upon its merits. A master mechanic, or superintendent, will often deal out a suspension or a discharge to an engineer without having any experience to qualify him to render impartial judgment, however much inclined he might be to do so. Officials who have never had the care of a hot box are not competent to decide whether a journal that fails has received proper attention from the engineer, since they cannot make due allowance for the fact that while the engineer is nursing a defective bearing and trying to make time as well, he is in a like position of one who is forced to carry water on both shoulders, which he cannot do without spilling some. It would be a simple matter for the engineer to play it safe and run the engine at a speed that would not heat the journal, but in trying to do better than that so as to shield the motive department as much as possible, he is sometimes made the goat if things go wrong.

When a journal persists in running hot, in spite of the efforts of the engineer, and in fact several engineers, as was true in the case in question, there is something wrong the engineer cannot correct, and to hold him responsible for any result he is unable to prevent is not only poor policy but is also poor business, as the infliction of unjust discipline on an employee incites a feeling of resentment which spreads like a contagion in the ranks and drives out that spirit of personal interest and of sacrifice and loyalty which are essential factors to good service.

It is not claimed that the officials are morally to blame for some of their unfair rulings as to responsibility of the employees. They are often as much the victims of the present out-of-date system as are the men who suffer from their erratic decisions.

The system is at fault that will place any man in a position to mete out discipline to employees, the nature of whose work he is as utterly ignorant of as the average master mechanic often

is of the work of the locomotive engineer.

Prominent railway officials are publicly protesting against National Boards of Adjustment. They declare such boards take from the railroads the right to deal with their employees independently, to enforce whatever discipline they desire "without political interference," as one high official puts it. So it can be seen that the spirit of autocracy is still strong within the breasts of "those higher up" in railroad management, who believe that the employee has no rights which the railroad officials should be bound to respect. The best protection for the employee against the autocratic rule of railway executives is National Boards of Adjustment, and the recent ruling of Railway Board of Adjustment No. 1, in the case of Bro. E. H. Lipford, is good evidence to support our claim.

Further Extension of Time Denied the Railroads

The Interstate Commerce Commission has denied the American Railroad Association a further extension of time in which to equip their rolling stock in accordance with the Act passed March 4, 1911.

One would think that, considering the nation-wide campaign of the railroads to make safety the first consideration of officials and employees, surely there would be no desire on the part of the railroad companies to delay the application of safety appliances to their equipment. There could be just reasons why further grace time should be granted, such as the expense involved, for which some roads might not be financially prepared, but they are not all financially crippled, yet they jointly ask an extension of the time in which to conform to the safety laws. Railroad history shows that the railroads have ever opposed the adoption of safety appliances, so it is very natural for one to think they are but trying to dodge their responsibility now, which the Interstate Commerce Commission no doubt also thought when it refused to grant a further extension of time in which to equip their rolling stock to conform to the safety appliance laws.

BOOST THE PLUMB PLAN

Not Good Business

Information of an authentic nature has come to the Grand Office to the effect that the higher officials of some of our leading railroads are making overtures to the Train Service Brotherhoods with a view of getting together for the purpose of restoring amicable relations between the management and the employees.

Those officials perhaps realize that for both sides to longer maintain the present militant attitude is not to the best interests of either side, and is especially detrimental to the railroads. They feel that it is a suicidal policy and one that should be laid aside as weapons of war are laid aside, to take up the implements of peace when the war is over.

There are many who will doubt the sincerity of the railroads in this movement, and not without reason, when we consider the fact that immediately following the proposition to arrange a get-together meeting of the representatives of the railroads and those of the Brotherhoods, the public press makes the announcement that the Cleveland Chamber of Commerce has filed a protest with the United States Labor Board, now sitting in Chicago, against the formation of national adjustment boards to make final disposition of matters in dispute between the railroads and their employees, such as Board of Adjustment No. 1 and others. Those boards functioned so effectively during and since the war that they have been commended by some of the leading minds of the country, and are credited with having been important factors for industrial peace during the recent most trying period of the Nation, and have been unquestionably fair to both the railroads and the employees. But Capital makes mistakes sometimes, for which reason we will so classify this latest move, although it has every appearance of being a flank movement to defeat the aims of Labor, and does reflect insincerity on the part of the railroad officials who are now offering a truce to these train service employees.

The objection to national boards of adjustment, the railroads say, is that they take the disciplinary powers out of the hands of the railroad management. But, what if they do? Is it not the autocratic exercise of disciplinary power by the railroad officials that is

largely responsible for the present attitude of railroad labor which has suffered by it? A person on trial for murder may appeal for a change of venue and have his trial take place in a court having no jurisdiction in the territory where the crime was committed, if the person on trial feels that local prejudice is likely to weigh against him, so why should an employee not be granted the same privilege, when all he asks is justice at the hands of a judicial body outside of the zone of influence of his accusers?

The railroad officials know what is the matter with the railroads. They know the lack of harmony existing between the employees as well as the cause of it, also the want of co-operation resulting, which has so demoralized the railroad service until in point of either efficiency or economy it is a farce. It is within the power of the railroads to correct these conditions, and they should do it.

If they wish to restore former efficiency they must restore former conditions. Playing one faction of the employees against the other and pursuing a policy that deprives an engineer of any chance to follow his calling when once he loses his position in a service, the most exacting in the whole field of industry, so much so that a mere slip of the memory or an error of judgment may mark the end of his career as an engineer at a time of life when he is unfit for any other, is decidedly wrong.

Those are some of the obstacles now standing in the way of restoring that spirit of mutual interest and co-operation between the employees and the railroad officials, and between the employees themselves, so essential to efficient and economical railroading, and these must be removed if the old spirit is to be restored. There are no misunderstandings that a conference will clear up. No amount of promises of a more considerate regard for the employee on the part of the railroads will suffice. The conditions must be changed, there must be a new policy of management inaugurated, one that will take into account the welfare of the engineer and the fireman and those engaged in other branches of the service as well.

When the railroads—by their repressive measures—compelled the train service employees to form a federation

in self-defense, the seed was sown that eventually brought about the complete demoralization of the service, for the very conditions that made it necessary for them to combine for self-protection, drove every other consideration from their minds.

There are good grounds for hope that there will be a change of tack on the part of the railroads soon, for recent developments have proven clearly that organized labor thrives best under persecution, and, anyway, a further continuance of the present policy would not be good business.

Organized Capital on a Rampage

As the JOURNAL goes to press the newspapers report that the open shop campaign is about to be launched, and other reports indicate rather vigorous opposition to organized labor by organized capital during the new year. The length to which some of the large corporations intend to go is best illustrated in the statement made on Dec. 15 by Eugene G. Grace, president of the Bethlehem Steel Corporation, before a legislative committee investigating the alleged building trust, when in reply to the question if his company would sponsor the "open shop," he said, "The Bethlehem Steel Company in order to promote the open shop would refuse to sell fabricated steel to building contractors in New York or Philadelphia who employed union labor."

On the heels of the foregoing comes the report that the Poindexter anti-strike bill was recently railroaded through the United States Senate when there were but a handful of Senators present, and this bill is said to be the opening gun in a nation-wide campaign against organized labor. This same bill passed the Senate in the last session, but met overwhelming defeat in the House, but what will be the fate when it again comes before the House is yet to be learned.

The bill, which provides for a fine of \$10,000 and imprisonment for ten years for "whoever, with intent to obstruct, delay, hinder, impede or prevent the movement of commodities in commerce with foreign nations, or among the several States, shall by word of mouth, or by the presentation, exhibition, or cir-

culatation of written or printed words, or otherwise solicit, advise, induce, or persuade, or attempt to induce or persuade any person or persons employed in any capacity in the production, care, maintenance or operation of any means or agency of such commerce to quit such employment."

Another feature of this bill provides for \$15,000 fine and imprisonment for fifteen years for "any person or persons who seek to prevent any person from engaging in employment, or from continuing in employment in any capacity which may interfere with interstate commerce."

Although generally believed to be intended only to provide for the settlement of disputes between railroads and their employees, it is said that the anti-strike provision of the bill makes the measure applicable to men working in coal mines or, in fact, any industry the stoppage of which would, however remotely, tend to obstruct or delay transportation.

A liberal application of that principle could affect practically all the men employed in the staple industries, since the railroads are consumers of almost every variety of staple manufactured products, and you may be sure that if the bill passes, as at present framed, it will, like the Lever law, be stretched to cover as much territory as possible.

The present outlook portends trouble in the industrial field, and there is need of a strong, stabilizing Government influence to prevent undue friction in the present period of reconstruction.

The Railroad Labor Board Warns the Norfolk & Western

The Railroad Labor Board on Dec. 17 warned the Norfolk & Western Railroad Company that it was violating the Transportation Act in seeking to intimidate its employees by discharging some of the representatives of its conductors and trainmen who sought a conference with the officials of that company to adjust certain matters, which is in accordance with the provisions of the Transportation Act. The Labor Board also warned the brakemen and conductors' representatives of that road against further circulating of strike ballots without first submitting their case to the Railroad Labor Board as

provided for in the Transportation Act.

The Norfolk & Western Railroad Company knew it was violating the Transportation Act in refusing to confer with representatives of their employees, but they had a purpose in doing so and evidently made their point when they forced the employees to also violate the law by taking a strike vote.

It is a noteworthy coincidence that these strike activities took place on the Norfolk & Western Railroad just at the time when the Poindexter Anti-Strike Bill was voted upon favorably in the United States Senate, so it can be seen that the railroad officials timed their action perfectly.

This same bill is soon to be presented to the lower house of Congress, where it is expected to meet much opposition unless industrial conditions show a need for same.

If there is strike agitation in progress at that time, if railroad employees show a disposition to disregard the provisions of the Transportation Act and strike anyway, then Congress will feel justified in voting favorably upon the passage of the Poindexter Anti-strike bill, and it will become a law that will tie the hands of labor and rob it of its most effective weapon of defense.

Ever since Senator Cummins tried to have an anti-strike feature incorporated in the Cummins-Esch bill there have been strikes galore. The railroads simply reveled in them, and we may expect another strike epidemic now that the Poindexter bill is up for consideration. There must be an urgent need created to secure the passage of such a bill and the railroads will do all in their power to create that need and will succeed if labor loses its head and plays into their hands, as it seems to have been on the point of doing on the Norfolk & Western.

Grand Chief Stone and the representatives of the other train service Brotherhoods are in Washington at the present time doing all in their power to enlist legislative opposition in Congress to the Poindexter bill, and it is the part of wisdom for labor right now to sit tight and not prejudice its own case.

A total of 6,978 persons were killed and 149,053 injured on United States railroads during 1919.

Protecting the Public

There is much being said by the mouthpieces of capital about protecting the innocent public against the loss and inconveniences occasioned by conflict between Capital and Labor.

Now the public, in its relation to the conflicting parties, is in much the same position as a crowd of spectators at a football game. If the rules of the game did not confine the contestants within certain limits, they would carry the battle into the crowd of onlookers, and, possibly, with bad results. What is needed to protect the public in the games between Capital and Labor is certain restricting rules.

If either of the contenders is permitted to make rules to suit itself, they are likely to be unfair to the other, so it is a logical conclusion that the third party, the public, should make the rules, or at least play a prominent part in doing so, as a matter of fair play to the contending parties and protection for itself.

Labor is agreeable to that proposition, but Capital is not. It would regard the public's interference in the matter as meddling, nor would it be bound by any rules so formed.

Capital believes it should hold the whip hand. Right now the spokesmen of Capital, such men as Boise Penrose, who is at present the head of the Senate Finance Committee of the United States, is preaching the policy of shut-down mills and empty dinner pails as a means of controlling labor so it will come to its knees and submit to reduced wages, and he, by virtue of his high office, is one of the shining lights of those who represent the public, that same public, the third party mentioned, to which we should look to frame the rules of the contest between Capital and Labor. So one can easily see what chance the workman stands of having the rules of the game made so as to give him a fair chance.

It is right that the public, in the role of innocent bystander, should be protected, but if it is to have a hand in the making of rules to govern the play it will need men to represent it that are not of the Boise Penrose type whose sense of fairness can be likened to that of a home umpire in a small town who has placed a bet on the result of the game.

Railroads Opposed to National Boards of Adjustment

The railroads, and Capital in general, are much opposed to the formation of national boards to adjust matters in dispute between the railroads and their employees. They pretend to believe that the Railroad Labor Board alone is capable of handling all the business of that nature that will come to it. The purpose of the railroads is very clear. They do not propose to have their autocratic powers of dealing with their employees restricted any more than they can help, and knowing as they and every one else knows, that the Railroad Labor Board will be unable to handle but a small proportion of the cases that will be submitted it, their freedom in dealing with their employees as they choose will not be greatly hampered.

The railroads do not care how much the delay may be in disposing of the cases of appeal by the employees. The greater the delay the better, and better still if the Labor Board is so overburdened that many cases will never be adjusted. But it is a very different matter from the employee's point of view, for he is frequently the victim of unbridled authority, the effect of which is often more serious than a violation of the provisions of the wage schedule and which is more often the cause of that unrest among the railroad employees that leads up to the strike than anything else.

The immense amount of work of the national boards created during Government control, but which are now abolished, proved the need of their continuance in some form to mete out justice in matters of discipline and wage regulations for railroad employees. In fact they have proven to be indispensable, and they also afford a good safety valve to relieve the pressure of labor unrest, with all its dire possibilities, and which is bound to continue if the present autocratic, repressive system is maintained.

Very Old Trees

Yew trees grow to a great age. Those at Torentain's Abbey, Yorkshire, were old in 1132. California has trees thousands of years old in the Mariposa grove, and baobab trees in Africa are over four centuries old.

| | | |
|--|-------|--|
| | LINKS | |
|--|-------|--|

Div. 457 Holds Banquet and Initiates 34 Candidates

Centennial City Div. 457 held a special meeting, or rather a continuation of a regular meeting held on Nov. 28, which was adjourned to Dec. 6 for the purpose of initiating a class of 34 candidates, passing the 200 mark of membership in Div. 457, which can now claim the distinction of being the seventh Division to "go over the top" since the grouping of Divisions for the 1921 convention.

Another noteworthy feature of the affair was the presence of Bro. W. B. Prenter, First Grand Engineer of the B. of L. E. and Vice President and Cashier of the B. of L. E. Co-operative National Bank. Not many of those who attended knew we were to have a Grand Officer with us, so these were treated to an agreeable surprise, while those who planned it were much elated when Brother Prenter responded favorably to their request to be present.

The meeting opened at 8 p. m. and everything was "all set" to proceed with the initiation of the 34 candidates into the mysteries of the B. of L. E., where they had the good sense to believe they belonged, and where these were more and more convinced of that fact before Brother Prenter, who addressed the meeting, had half finished talking, for he had more reasons to show the wisdom of their course, the profit it would be to them and to the engineers in general throughout the United States and Canada, than they had ever dreamed of, and in fact more than many of the old members had fully realized. Among other things, he told them of our great B. of L. E. office building in Cleveland, Ohio, worth more than two millions of dollars, which is now fully paid for without costing the membership one cent, also of the B. of L. E. Co-operative National Bank and what it purposes to do for our members, assuring us that it would not only safeguard the funds of the Brotherhood but would enable us to use same to the fullest advantage of their earning power through safe investment. He also defined clearly what the insurance and pension had done and would continue to do for all who were

sensible enough to take full advantage of what they had to offer us.

Turning his attention to the new members, he assured them that they acted wisely in joining the greatest labor organization in the world, and there was not a person within reach of his voice who doubted him.

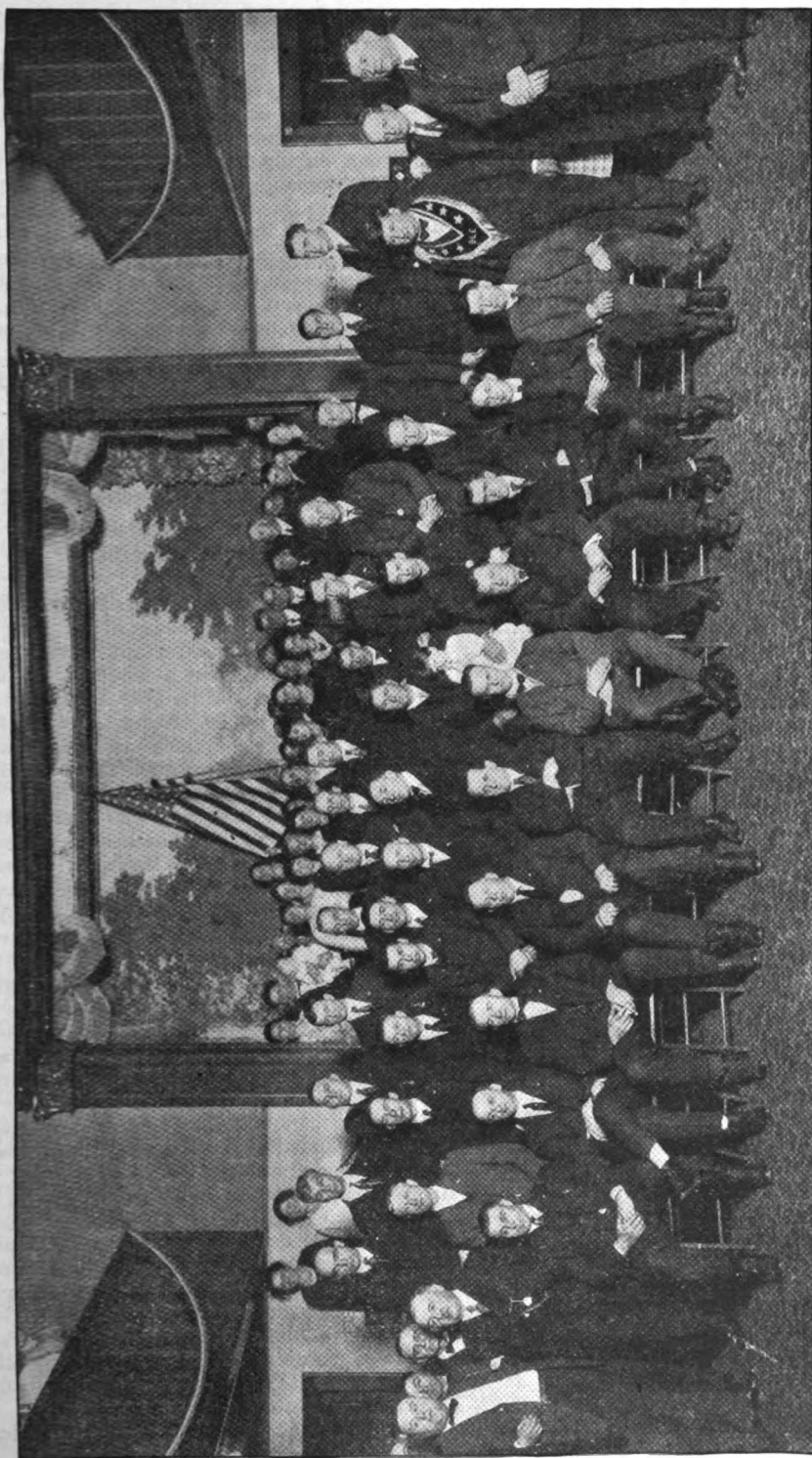
A picture of the assembly was then taken, and while the camera did not take all present it did get all the candidates. There was one thing, however, that followed which did get them all, and that was the sumptuous "pot luck" and oyster supper prepared and served by the Sisters of Toledo Div. 390. Over 300 persons were served, which included the wives of the members, old and new. The tables were tastefully decorated with flowers (a forethought of Sister Mrs. Jas. Lennon) and these were afterwards sent to Sister A. G. Figel, who on account of sickness was unable to attend. The banquet was preceded by prayer from Acting Chaplain Bro. H. S. D. Smout, and ended with complimentary remarks for those through whose generosity and intelligent effort its success was wholly due. It might be of interest for all to know that the food for the occasion was all procured at the Railroad Men's Co-operative Store here, which started off by buying a \$10,000 building of its own, of which it can be truthfully said, "The Store That Has No Rent To Pay."

The credit for the work of planning and carrying out this successful meeting is wholly due to Brothers Carl S. Brubaker and George G. Thomas, and I wish to say that the good work does not end here, as Div. 457 expects to initiate another large class of candidates in January, 1921, and make the Michigan-Toledo division of the New York Central Railroad a 100 per cent proposition for the B. of L. E.

Bro. P. J. Miller, road foreman of engines, deserves much credit for the unprecedented arrangements he made to enable the candidates to attend this meeting, the success of which has not only strengthened our fraternal bonds but has also instilled into us all a desire to do all we can to advance the interests of the good old Brotherhood of Locomotive Engineers.

ONE WHO WAS THERE.

— — — — —
BOOST THE PLUMB PLAN



CANDIDATES AND SOME OF THOSE WHO INITIATED AND ENTERTAINED THEM IN DIV. 457 ON DECEMBER 6, 1920

Bro. George R. Dority, Grand Chaplain of the G. I. D., Receives Honorary Badge

Bro. George R. Dority, who has just been presented with a badge of honorary membership in the G. I. D., was born in Sedgwick, Me., Aug. 26, 1851, and commenced his railroad career on the old Eastern Railroad, now known as the Boston & Maine, on March 1, 1873, as a fireman; after 18 months as fireman he was promoted to engineer.

He joined Div. 61, Boston, in 1875, and ran out of Boston for 35 years.

In 1885 he was elected as F. A. E. of



BRO. GEORGE R. DORITY
Grand Chaplain, B. L. E.

Div. 61, and the appreciation of his fine personality and loyalty was evidenced by his continual election to that office until 1910, when he gave up his run on the main line and took a branch run between Essex and New Haven. In 1887 he was elected as delegate to represent Div. 61 at the Chicago convention, and again in 1888 to represent them at Richmond, Va. At this convention he was elected Grand Chaplain, which office he has filled with great favor to himself and to the unqualified satisfaction of the delegates at every succeeding convention.

At the time of our 1918 convention

Mrs. Dority was very ill, and Brother Dority being unable to attend, sent in his resignation, but the delegates unanimously resolved not to accept his resignation, and Bro. J. A. Kirkendall, Div. 637, was appointed to serve in his stead during the 1918 session, a very high but fully deserved compliment to Brother Dority, who will, if nothing unforeseen happens, again assume the duties as Grand Chaplain and exercise the splendid Christian spirit that has always been felt by the delegates in convention. No choice could improve upon the official mellowing influence or geniality of Brother Dority, and the writer hopes he may be continued in this office and live many years as an exemplary member and an honor to the B. of L. E. he has served so well.

C. H. SALMONS, S. G. E.

Div. 72 Entertains

The six Divisions of the Brotherhood of Locomotive Engineers of the city of Columbus, Ohio, entertained the delegates and ladies in attendance on the State meet of the Ladies' Auxiliary in this city Nov. 30, 1920. It was the affair de luxe of the season, and was preceded by a reception from 3 to 4 o'clock p. m.

A musical program was then given by the B. R. T. string orchestra, Messrs. Gearhart, Love and Maxwell. Tenor solos, "When You and I were Young" and "Let the Rest of the World Go By," by Brother Piles of Div. 584, were encored. A reading by Mrs. Stickle of G. I. A., Div. 116. A short talk by Chairman C. J. Widner of the Entertainment Committee on temperance and the B. of L. E. building for Columbus. An address by Mrs. Cassell, Grand President of the G. I. A., followed.

The banquet was then served, 427 women sitting down to the first table, the same number men and women to the second table, and were served by 30 young engineers.

The decorations were beautiful and appropriate, combining the four colors of the Ladies' Auxiliary—royal purple, blue, red and white—while the chosen flower of the Auxiliary, the pink carnation, made itself conspicuous by dispensing its fragrance throughout the artistically decorated halls.

After the banquet a further musical

program was rendered, by Miss Strapp a solo, a duet by Miss Strapp and Miss Beck. We were also entertained by Miss Florence Ames, a reader, with several selections, the best one being her original conception of Sis Hopkins.

The special drill team of Div. 116, G. I. A., then put on a special drill in which they escorted the officers and specially invited guests to the platform, and then presented beautiful bouquets to the President of the G. I. A. and the State Officers of the G. I. A. Then using the team members, who were all dressed in white, formed the letter to represent CASSELL, 1921, starting the ball rolling for Mrs. Cassell to succeed herself as President of the G. I. A. at the coming convention.

Mrs. Cassell responded gracefully to the compliment, after which Mrs. Bradley, President of the Ladies' Auxiliary of the B. R. T., made a fine address. The banquet was arranged for a party of 600, but more than 900 attended, so there were some who got little more than a B. & O. lunch, but that made no difference, as the spirit displayed by all, when the floor had been cleared and the dancing in full swing, suggested to the writer the idea that all must have read and taken heed of the sentiment expressed in the following poem by Douglas Mallack:

COME OUT OF YOURSELF

Don't live like a hermit inside of yourself—
 Forgetting, forgotten of men;
 There's something in life besides piling the self—
 Come out in the sunlight again!
 Though money is something to help along,
 It isn't as good as a smile;
 There's health in a laugh, there is wealth in a
 song—
 Come out of yourself for awhile!
 The world may go wrong and be freighted with
 care,
 Misfortune may handle you ill,
 But still there are plenty your troubles to share
 And give you a lift on the hill.
 If you have forgotten fraternal delights,
 Your lips have forgotten to smile;
 Here's something to cheer you, to set you to
 rights—
 Come out of yourself for awhile.

S.-T. Div. 72.

Bro. Henry C. Pullen Honored by Div. 33

A banquet was held in the Masonic Temple at Battle Creek, Mich., on the evening of Dec. 1 by the members of Div. 33 in honor of Bro. Henry C. Pullen, who has been retired from serv-

ice of the Grand Trunk Railway on pension.

Covers were laid for 300. Many of the officials of the western lines of the Grand Trunk were present and a very enjoyable evening was passed.

The gathering was not so much on account of Brother Pullen being retired as to honor him for his long and loyal membership in the B. of L. E. Brother Pullen started firing in 1866; was promoted in 1871, and joined the B. of L. E. in 1873. He came to the Grand Trunk in 1877 and has been in the company's service for 43 years. He has been a member of the B. of L. E. 47 years.

Assistant Grand Chief Harry P. Daugherty was present and represented the Grand Office. In his talk he said he had never heard so much praise given to any one man from those he had worked for, and worked with, as he had of Brother Pullen.

Brother Pullen was permitted to continue in active service for one year after having reached the retiring age of 70 years by the Pension Board and is the only engineer on the Grand Trunk thus far having that distinction.

Brother Pullen is also a member of the B. of L. E. pension, is a man well preserved, and we wish him long life and happiness.

G. H. TRAVIS, S.-T. Div. 33.

Big Class Initiated in Div. 101

It has often been said that Friday is an unlucky day, but it proved to be a very lucky one for Div. 101 on Nov. 27, when we initiated a big class of candidates into the B. of L. E. There was a class of 50 arranged for, but all could not be present, so we put in 43 of them, which was surely a creditable day's work.

The Grand Office assigned Bro. E. H. Kruse to assist in the work, a Brother who needed no introduction to the members here, it being his second visit to Hinton. Brother Kruse arrived on Monday, Nov. 15, and immediately the campaign was started that ended so successfully after two weeks of real live and intelligent effort, Brother Kruse in particular lending valuable assistance in directing the work.

After the candidates were initiated, the ladies of Div. 124 announced that

supper was ready for all in the banquet room adjoining the Division room, and it was a real banquet, there being everything there that one could wish for. Sister Brown, President of Div. 124, and her able staff of assistants are to be commended for their efficiency as well as for their untiring efforts to serve all present, and we take pleasure in saying that when it comes to making an affair of this kind a complete success the good Sisters of Div. 124 must be given a leading place in the first class.

After the feast Brother Kruse spoke interestingly and instructively upon insurance and pension and of our benevolent features in general, impressing upon the minds of all the need as well as the wisdom of Brotherhood men carrying as much B. of L. E. insurance protection as possible, and by all means to not neglect joining the Pension Association.

The Chief Engineer and many others made short speeches appropriate to the occasion, for the toastmaster, our Secretary and Treasurer, did not slight anyone, the old timers in particular being called upon for short talks, and the readiness with which they responded added to the interest and pleasure of the affair.

Brother Kruse made many friends here while working with us, and we hope it will not be long until we may again have the pleasure of meeting him.

W. W. WICKLINE, S.-T. Div. 101.

As a supplement to the foregoing report we have received later the following from Bro. C. A. Shiplett, who after covering the same ground passed over by Brother Wickline, calls our attention to what we already know to be a fact, that Brother Wickline, the efficient Secretary-Treasurer of Div. 101, is a live wire, besides giving much praise to Brother Kruse for the good work he did about Hinton. Brother Shiplett assures us that the wideawake Secretary-Treasurer of that Division loses no opportunity to advance the interests of the Division, its members and that of the B. of L. E. in general. The amount of insurance carried here as well as the number of members of Div. 101 who have joined the Pension Association, he assured us, will prove that.

Brother Shiplett says Div. 101 can

boast of the biggest Chief in the Organization, as he tips the beam at 340 pounds. He also tells us that they have one of the most harmonious and efficiently managed Divisions in the country, and says, "If you want further proof, just drop in on them some time and be convinced." He predicts a good year ahead and offers this advice to Divisions in search of new members: "Work up a live interest, put a little pep into the work of spreading the B. of L. E. gospel where it will do the most good, and then send for Brother Kruse, and you are bound to get results." EDITOR.

With the Help of Bro. A. C. Blainey,
Special Organizer, Div. 96 Initiates
33 Candidates

We have recently finished a campaign of rounding up the engineers who had not yet joined the B. of L. E. The members had done a lot of good missionary work, but we needed a leader to put the thing over, so we requested Grand Chief Stone to send us Bro. A. C. Blainey, Special Organizer, and were much pleased when our request was granted, and when Brother Blainey arrived I had the honor of being assigned to the work of assisting him. That our efforts were rewarded is shown by the fact that we initiated 33 new members, who made application for insurance amounting in all to \$79,500, and 28 of them joined the Pension Association. In addition to this, five of our old members took Indemnity Insurance, while four took out Sick Benefit policies. So you can see that there was a boom in insurance along with the boom for increased membership, and let me add here, that we have nine more propositions for membership, which will bring the total up to 42, a pretty respectable figure, you will agree, for one drive. And those new members are live wires, you may believe, for they livened up our meeting, in fact, put pep into us, so much that through the advice and help of Brother Blainey we formed what we call a Social Committee, and placed some of the new members on it, with the result that our Division attendance has increased wonderfully. Every meeting now has some social feature to enliven it, and with the good Sisters furnishing the cake

and ice cream and cigars, we are enjoying our meetings as never before, so you can see that the Social Committee is getting results already and we are just beginning to realize what we have lost because of lack of well-directed effort in the past.

What we have done is the result of getting together and making up our minds what to do and then going ahead and doing it. The main thing is to get started; the rest is easy. The great trouble with us, as Brother Blainey has said, is that we do not really know how much we have to offer those on the outside to come into the B. of L. E., and very often they do not know in just what light they stand with relation to the B. of L. E. until we bring the argument to them. They want to know what we have got and we should be able to tell them, and do so whether they ask for the information or not, for we know that it is better for them as well as for ourselves that when they get promoted they join the B. of L. E., the only recognized organization that really represents the locomotive engineers.

If all Divisions would make just a little effort there is no reason why our membership cannot be boosted to 90,000 within a short time.

J. J. CARROLL, Div. 96.

Bro. DeWitt House, Div. 265, Retired

Bro. DeWitt House began firing on the western division of the New York Central for J. B. Snook, under Mr. Samuel White, M. M., Dec. 3, 1884. He worked for that road six years, then went to Florida for his health, coming back to Sumter, S. C., July 20, 1892, and went running on the C. S. & N. Railroad under Mr. E. M. Rayner, M. M. The Atlantic Coast Line bought that road March 1, 1895. Brother House remained with that road until he was taken with pneumonia, Nov. 16, 1919. While he is now in fairly good health, the examining physician for the A. C. L. would not accept him for service and placed him on the pension roll. He is still a member of B. of L. F. & E. Div. 334, Syracuse, N. Y. Also a member of Pee Dee Div. 265, B. of L. E., Florence, S. C.

Several years ago Brother House started a small greenhouse in Florence,

S. C. The business has grown until he now has 25,000 square feet of glass, three boilers for heating same, and individual water works. He deserves much credit for having built up such a business in Florence. He also has a branch plant in Malabar, Fla., for growing cut ferns, etc., for his Florence plant and for the retail trade. All communications are handled through the Florence office. Brother House spends winters only in Florida. He will plant out a citrus grove this winter in Florida.

S. B. DEVINE, Div. 265.

A Pleasant Evening in Div. 265

At 9 o'clock Tuesday evening the local Divisions of the G. I. A. and B. of L. E. tendered a joint reception to the delegates of the Carolinas State Union Meeting and to Mrs. J. E. McDaniel, G. I. A. State Inspector, and to Mr. DeWitt House, who has retired from the Atlantic Coast Line service.

Mr. Sam Devine presided over the ceremony of the evening and introduced the speakers on the program.

Mayor Gilbert welcomed the visitors to the Gate City in his most gracious manner, which was greatly appreciated by all present.

An address on "The Ladies' Auxiliary," by Mr. George Laughlin, was well received. He hoped the Brotherhood men would organize a Carolina State Union Meeting similar to the ladies, so that the men could attend these meetings with their wives, thereby binding these two organizations more closely together.

The next on the program was the presentation of a gift to Mrs. J. E. McDaniel, State G. I. A. Inspector, who was escorted to the rostrum by Mrs. T. B. Cooper and presented with a fine silver casserole pyrex dish from the Sisters of the Sweet Olive Division with hearts full of love, esteem and appreciation. Mrs. McDaniel responded in her most charming manner and then made an address on "The Women's Work of Today" in the home and in the club and public activities.

Following this was a violin solo, "Liebesbraut" (Fritz Kreisler), by Mr. Robert Colieux Lee, accompanied on the piano by Mrs. A. J. Johnston.

Mr. DeWitt House was then escorted to the rostrum and presented a watch

charm by Mr. A. J. Johnston in behalf of the Brotherhood of Locomotive Engineers of Pee Dee Div. 265. Mr. Johnston said: "If I had been the one to select the gift it would have been a huge bouquet of roses."

Reading, "The Man Behind the Throttle," by Mrs. A. M. Pope. Violin solo, "Canto Amoroso" (Mischa Elman), by Miss Frances Johnston, accompanied on the piano by Mrs. A. J. Johnston.

Address on "Insurance and Membership" by Mrs. J. S. Query, Grand Organizer and Inspector of Portsmouth.

Sweet Olive Division remembered Mrs. DeWitt House, in honor of Mr. House and for her faithful service since the organization of the G. I. A. in Florence, by the gift of a beautiful silk parasol, presented by Mrs. J. M. Wells, President of the local Division.

Vocal solo, "Summer Wind" (J. W. Bischoff), by Mrs. A. J. Johnston, accompanied on the piano by Miss Frances Johnston.

After this delightful and most entertaining program was rendered, delicious refreshments were served, consisting of block cream and cake.

At a late hour the guests departed, in highest praise of the true hospitality shown them by the Divisions of Florence.

The next union meeting will be held in Hamlet, N. C., next spring.

MEMBER DIV. 265.

Ladies of Div. 386 Present B. of L. E. Div. 868 with a Beautiful Flag

At the last regular meeting of Div. 868 in October, just before closing, the Third Engineer announced a delegation of ladies desired to be admitted, which request was promptly granted. They entered, the leader carrying that most beautiful of flags, the Star Spangled Banner. The flag was made of silk and was bound by a gold fringe, all of which added to the beauty of it.

The flag was presented to Div. 868 by the President of its sister Div. 386, Sister Trauerts, who accompanied the presentation with some very fitting remarks. The gift was accepted by Bro. J. J. Donnelly, Chief of Div. 868, with remarks expressing the appreciation of all its members for the flag, and it occurred to me at that time that there could be no more fitting gift offered to

this old 100 per cent American organization of the Brotherhood of Locomotive Engineers. M. J. ROSELLE, Div. 868,
Brooklyn, N. Y.

A Retraction

To the Officers and Members, Div. 732,
B. of L. E., Port Jervis, N. Y.

Dear Sirs and Brothers: I, the undersigned, desire to retract the accusations made by myself against General Chairman Bro. John L. Van Orden of accepting pay checks from the Erie Railroad Company while not working as an engineer, said information having been given to me without proof, and instead of making the complaint in Div. 732 as I should have done, I thoughtlessly spread the hearsay outside.

D. REAGAN, Div. 732.

Promotion of Bro. N. C. Ferguson, Div. 737

The many friends of Bro. N. C. Ferguson will be pleased to learn of his appointment to the position of road foreman of engines on the Humbolt and Kamsack divisions of the Canadian National Railways at Kamsack, Saskatchewan, Canada.

Brother Ferguson is a man of sterling character and is well fitted for the position to which he has been promoted, both by personality and experience, the latter gained on some of the best trunk lines in the States and Canada. He may be assured of the loyal assistance of those associated with him, who wish him unlimited success.

D. W. GRAMLING, Div. 442,
Fornfelt, Mo.

Div. 107 Entertains

On Tuesday evening, Dec. 7, Div. 107 and G. I. A. Div. 3 of St. Joseph, Mo., gave an entertainment in Egli Hall. All locomotive engineers and their families were invited and an interesting program was enjoyed. Bro. J. T. Downs and Sister A. H. Kendall gave interesting talks on matters relating to B. of L. E. affairs. After the entertainment was concluded refreshments were served and a dance by the young folks followed, which completed the evening's program. G. M. S.

Important Notice to the Canadian Membership

Arrangements are being made with the Canadian Bank of Commerce at Toronto, Ontario, whereby members in Canada can deposit money with any branch bank of the Canadian Bank of Commerce in Canada, either in a savings account or in a commercial or checking account, and receive credit for the same with their own bank at Cleveland, Ohio, and obtain the same benefits that accrue to depositors throughout the United States.

All moneys deposited in Canada will remain in Canada and all money checked out will be upon the Canadian Bank of Commerce, payable in Canadian funds negotiable without charge at any branch bank of the Canadian Bank of Commerce in Canada. Just as soon as the details are completed a circular letter with full instructions will be sent to all our Canadian membership.

W. S. STONE,
WM. B. PRENTER,
Organizing Committee.

A Note of Cheer from Div. 42

We can't allow the year of 1920 to go by without mentioning something about Div. 42.

The year of 1920 has been a banner year for this Division in securing new candidates, and to add zest to the meetings when the "inexperienced" were taught how "to ride the goat of the B. of L. E.," the ladies of World's Fair Div. 306, G. I. A. to the B. of L. E., usually "consoled" the newly initiated, after their ride, with good lunches.

On Nov. 24 a number of engineers were initiated and while the secret work was going on in the meeting room there was also some secret work going on in an adjoining room, where the ladies were preparing a lovely lunch of various kinds of delicious sandwiches, the finest kinds of cake and the very best coffee. These treats have been looked forward to by the old members, who are always glad when new members come in, because the ladies never disappoint them.

There is a good field for more missionary work and we hope to increase our membership more than in previous years.

A MEMBER OF DIV. 42.

Grand Chief Stone to Speak at Big Union Meeting to be Held at Trenton, Mo., Jan. 22

A Union meeting in two sessions will be held in Trenton, Mo., on Jan. 22, under the auspices of Div. 471.

Grand Chief Stone will attend and will speak at both afternoon and evening sessions on subjects of interest to the membership.

It is expected that the attendance will be large, as the interest in B. of L. E. affairs, and in the labor situation generally, will be unusually active throughout 1921.

Don't forget the date, Jan. 22.

The strike on the Jonesboro, Lake City & Eastern Railroad, which has been in effect since June 25, 1915, was officially declared off December 6, 1920, by the Chief Executives of the three organizations, involving the B. of L. E., B. of L. F. & E. and the B. of R. T. Therefore, any member who wishes to accept employment on this road is at liberty to do so.

The question has come up relative to the time limit in which Divisions may qualify for individual representation at the next convention. There is nothing in the law covering this, but we will issue the book of delegates according to the figures received up to Jan. 1, 1921. After that, if any of the grouped Divisions bring their membership up to the required 200, they will be dealt with individually and notified of their eligibility to a delegate.

The victor in the next great war will be bombed from the air, starved, and depleted almost as much as the loser. His victory will be no easy one; it will be a triumph of the exhausted and dying over the dead. Unless mankind can eliminate or control its pugnacity, no other prospect seems open to us but decadence, at least to such a level of barbarism as to lose and forget again all the scientific and industrial achievements of our present age.—H. G. Wells.

The unearthing of human skeletons measuring more than seven feet in length in California indicates that that State was once inhabited by a race of gigantic Indians.

INSURANCE

Letter to the Membership on Insurance by Bro. C. E. Richards, General Sec.- Treas. Insurance

I have before me a letter of recent date, addressed to the Editor of our JOURNAL and signed by Bro. J. W. Lyons, a member of Div. 660, all with reference to our paying members their insurance anywhere from a period of twenty to thirty years after date of issue, to which I will endeavor to reply.

I note in particular what is said in this letter in connection with our new



BRO. C. E. RICHARDS
Genl. Sec. and Treas., B. L. E. Insurance

features and while I am unable to recall at this time just who the men were that were clamoring for something new at our last convention, yet I do know that many were requesting that we put into force the very new features that were handled by our last convention and it appears now that either they were mistaken and didn't know what they wanted, or else the officers of your Association misunderstood them. However, there isn't any question but that the membership at large are not disposed to take hold of any of the new features, with the exception of the sick benefits.

Our law does provide that where a man joins the Organization proper, he must make application and take out at least one or more certificates of our insurance. This Brother criticises the fact that the insurance in question would cost him anywhere from \$2 to \$6 a month all his life and then is paid to someone else upon maturity. In this respect will say he is absolutely wrong. In many cases certificates have been issued both to young and middle-aged men one day and I recall instances of the claim being filed for disability the day following.

I presume many Brothers are of the same opinion as Brother Lyons, as the cases mentioned above, that this insurance or assessments thereon would have to be paid for many years, while on the other hand, they were immediately made to see many good features in connection with our regular insurance. We will have to agree with him that there are many Brothers who have paid in for several years and are expelled from the Organization proper for having failed to pay their insurance assessments.

There is no occasion for this to take place in very many cases if the members only seek the protection of our insurance laws.

On page 138, Section 35, of our Constitution it is provided that a member totally disabled and out of employment, who has held membership in the Brotherhood for five years, may have his insurance carried by the Insurance Association upon his written request.

There is a possibility of the Brother whose letter we are discussing being right in his expressed opinion that many of our members favor a 20-year endowment, but the first question that comes to my mind in this connection is, would the members stand for the additional cost of same? And another thing worthy of consideration is, would it not tend to increase our already excessive expulsion list if the burden of expense of our membership is increased beyond their ability to carry it through the occasional dull business periods, and in the face of other reverses they are likely to encounter even under average conditions?

Take Brother Lyons' own case. He says he was initiated in 1882 and is 72 years of age. He has carried insurance to the amount of \$3000 since 1882 and

has paid the Insurance Association approximately \$1900, or at least would have paid that in premiums if it were not for the fact that our office has protected his insurance to the amount of \$730.50, so he has paid about \$1160.50 in actual money, and he wants us to pay the old members when they have held membership for thirty years, or, in other words, to pay him \$3000, \$1800 more than he actually paid in.

I don't believe any of these old members are aware of the fact that at the close of business last year we had 1274 members that were 70 years of age and the amount of insurance involved aggregated \$3,509,750. We also have 341 members over 70 years of age carrying insurance to the amount of \$1,002,750. On taking into consideration the above figures, the question of paying either all or half of this insurance is purely a matter of dollars and cents. There are many, no doubt, like Brother Lyons, who believe this can be done without making any provision for getting the money to do it, but this is an impossibility.

Before our coming convention, or before any laws are passed to authorize the officers of this Association to pay the full amount of a member's insurance at a certain time, it will be necessary for them also to provide some way to get the money to do it with. It is not a matter of sentiment but of dollars and cents, and many of them, and it is only wasted effort on the part of our membership to discuss or consider this subject without keeping the dollar in mind first, last and all the time.

Now, taking up the question of there being scarcely a chance for this Brother to individually receive any benefit for the money he has paid in. We think in this respect he has overlooked our Relief Fund law on page 154 of the By-laws, which provides as follows: In case of one who has been a member for ten years or more and whose application is not governed by the clause covering the loss of a foot, or hand, or total and permanent blindness, and who becomes totally incapacitated for work, can apply for a portion of the insurance he carries, to be paid in monthly installments of \$30, to the limit of 50 per cent of the amount of insurance carried.

You can readily see that under the provisions as set forth in this section,

even though this Brother has only paid in \$1160, we are in a position to start immediately to pay him half of his insurance, as stated above.

There is no question but that he is right with reference to his savings and loan proposition, if one would deposit each month the same amount he ought to pay in assessments. However, it is an easy matter for one to talk about paying into a savings and loan or any other institution, but one wants a fair guaranty that he is going to have the good old United States coin that this Brother talks of. There is one very important question for all of us to take into consideration when paying into a savings and loan company, or any other institution, and that is, How long can we pay? Unseen death is prowling around all of us while we are in the service and walks with us upon the streets, ready for us at any moment, while we are rarely quite ready for it.

One may say that he had never had an accident in his life, but both good and bad luck visits all some time, and 12,000,000 accidents and 951,000 people were killed in the United States in 1919. It necessarily follows that thousands of families were deprived of their support. If one depends upon his ability to work to get the necessities of life, what would happen to your family without any insurance if you had been so unfortunate as to have been killed the first twelve months you started to pay into the savings and loan company?

One could write or talk on this insurance question indefinitely, but there is one thing that has to be done and that is, each and every one of us ought to protect his family and himself with the proper amount of insurance, regardless of how many other institutions he is paying into for their or his protection.

In conclusion, permit me to say that while we are discussing the question of making the condition of our insurance policies more liberal, and the possibility of such a move meeting with the approval of our membership in spite of the increase in cost, do not overlook the fact that we have a B. of L. E. pension which should appeal to every eligible member of the Brotherhood, and yet a large percentage of those members refuse to join the Pension Association, either through indifference or because of the cost, so with this good evidence

before us, we naturally and logically conclude that while there are some of the old members who would be willing to pay for a more liberal insurance policy, one that would provide for payment of the full amount of insurance at, say, 65 or 70 years of age, there are very many more who would not, and it is more than likely that the latter are in the majority.

The Need of More Co-operation

The more I travel about the country, the more I become convinced that B. L. E. men are not boosting the B. L. E.



BRO. E. H. KRUSE
Special Insurance Solicitor, B. L. E.

in proportion to its deserts, and in fact too often are not boosting it at all. If they would stop to consider how much it would benefit them there would be many Brothers lauding the Order to the skies, and that's none too high. Even if they are indifferent to their own interests, as some very good, if not very wise, people sometimes are, it is a duty they owe those who are to follow in their footsteps in the service, to pave the way, as those who went before them have done, and they can do that in no better way than to shout the merits of the B. L. E. from the house-tops, if necessary, to convince the coming generation of engineers that their

future welfare as railroad employees depends upon the numerical strength of this Brotherhood more than upon any other factor, or, I may say, upon all other factors combined. Not only does it represent the power that will protect his interests as an employee, but its benevolent features will develop in a way to be a real blessing to all who may need their generous aid. But to make it the great success it is destined to be requires continued co-operation, and the reward is worth all and more of the effort needed to make its success complete.

You have often noticed perhaps in a market place that the fellow who tried to sell, though often having the poorest goods, often had many customers that would gladly buy from the one having better goods if they only knew the goods were better, but the fellow with the better goods made the mistake of thinking the better quality of what he had to sell would sell them. Too many of our members have that same fault, for while they know the B. L. E. brand is much superior to that any other organization can offer engineers, the other fellow who is looking for the bargain don't know it so well, so it is up to you and me and every B. L. E. man to show him. We need to have more interest in our own welfare, then we will look about us and we cannot fail to see that our future and that of every man that runs a locomotive can be best served when all are members of the B. L. E.

The shortsightedness of some of our members is often illustrated to me in the indifference they show with regard to insurance protection, where an Old Line insurance agent will sell them insurance at a higher price that is not nearly so liberal in the conditions of its contract, or policy, simply because, like the busy salesman in the market place, he boosts his goods. He comes to you and "hands it to you" and "hands it to you" is right in many cases.

You cannot excuse yourself for getting stung by saying you didn't know, for your Constitution and By-laws give you all the information in plain English and plainer figures, and your JOURNAL brings the matter before you in such a way that you have no good excuse for neglecting your opportunities to make the best possible bargain in financial protection by insurance and pension.

But, Brothers, remember that the worst fault does not lie in buying the other fellow's insurance, but in not buying enough of any kind, from anywhere. So you should not only become familiar with the various good kinds of insurance for your immediate benefit, and that of your family, but so you can advertise it, so you can show to the non-member one of the best, if not the very best, reasons why he cannot afford to stay outside the fold of the organization, which has paved the way for the advancement of all railroad labor organizations, and is still leading the procession.

So, whatever your neglect has been in the past, make a firm resolve at the beginning of this New Year to do better. To be a better Brotherhood man, in fact as well as in name, and exercise your right to take full advantage of the various benevolent features gotten up especially for your benefit, as well as boost them for the benefit of others who will gladly follow if you will but show the way. It should not be a question which is the best organization for the engineer to belong to, but rather which is the only one, and there is but one answer, the Brotherhood of Locomotive Engineers. E. H. KRUSE,

Special Insurance Solicitor.

Pension Suggestions

I have read a number of ideas suggested by members in the JOURNAL relative to "taking care of the Pension Fund," since it has grown to be a fairly respectable amount, but all seem to me to have some objectionable features.

The hearty growth of the fund is very creditable to the foresight of its founders. The plan outlined herein will permit the pension fund to take care of itself and objectionable features will be reduced to a minimum. The figures used are for the purpose of illustration rather than suggestion.

When the balance at the close of a month's business is sufficient over a specified amount per member, say \$100, which would be \$2,000,000 for 20,000 members, pay a dividend to all members who have paid into the fund a specified time of about 60 months. The amount of the dividend to be one month's pension dues.

To illustrate: If at the close of the

month of January, the per capita amount was sufficient to pay a dividend to the members eligible and leave a balance at not less than the authorized amount, a dividend in the form of a month's dues receipt for the month of March be given to the qualified members. The details would necessarily have to be worked out by those familiar with insurance, and also with an eye to the future.

This plan would prevent the surplus from getting "too large," as some evidently anticipate, and at the same time permit practically all contributing members to share in the benefits at some time.

H. F. FLECK, Div. 730,
Altoona, Pa.

Recommendations on Changes in Our Pension Laws

BY GEO. JEFFERY, MEMBER DIV. 188

There are a number of our Brothers in active service who no doubt have been looking forward to the time when they could retire on their pensions, but as their pensions and the interest on their small savings have not increased, and the cost of living having so considerably advanced, these Brothers have been compelled to remain in active service at a time of life when their earning capacity is becoming less, and their pension dues have increased.

I think all Brothers 65 years of age or over should be exempt from paying pension dues until they become pensioners, and all pension dues paid in by these Brothers after having reached the age of 65 should be refunded to them.

As the pension fund has gained on an average of \$300 a year from each member who has remained in active service after reaching the age of 65, this not including their dues, I also think that all Brothers of 65 years or over should receive their pensions regardless of what their occupation was at the time of joining, or what their occupation may have been since they joined. Nor do I think they should have to give up an occupation that they have held for 40 years to get a small monthly pension, about equal to three days' pay, that they have paid for, to make room in the ranks for some engineers who have been running engines from one to

30 years, and have never paid one cent into the B. of L. E.

The longer these Brothers remain in active service the less they will receive from the pension fund, as their occupation will shorten their lives. The pension is of no good to Brothers over 65 years of age in active service until they are in a position to retire, and during this time it is only a burden to them, paying out pension dues to help pay the pensions of some more fortunate Brothers who can afford to come out of active service at the age of 65.

I would like to hear from some of the other Brothers on changing our pension laws along these lines.

BRO. G. JEFFERY, Div. 188.

About Changing Insurance Laws

One of the most urgent requests from the membership to the next convention will be the changing of insurance laws, so an old or permanently incapacitated member may have the face value of his policy paid him before he dies. The argument is, and it is a good one, that as a policy has to be paid one anyway, why not pay it when it will be of greatest benefit to the policy holder?

So much has already been said for and against this plan that there is nothing more to add except that I think the question will eventually be decided on the basis of cost rather than sympathy.

These old members are asking something that is not provided for in our laws, but if the laws are changed for their benefit, the burden on the other insured members, who will also benefit in their turn, will not be so hard as at first sight it might seem.

The JOURNAL for December, 1919, shows 79,700 members; the JOURNAL for November, 1920, reports 81,450, or an average for the year of about 81,000 members; for the twelve months mentioned a member insured for \$3000 paid \$63. According to the November, 1920, JOURNAL, the average value of a policy is about \$2200. To pay off twenty or more policies a month would be a very good way of doing and would spread the financial burden over a period of several years, paying the most deserving claims first.

For twelve months past, up to and including November, the claims against

the Association amounted to nearly \$2,400,000; add \$528,000 for 48 policies to be paid to the holders and it will add about 22 per cent to the amount to be paid in a year by the rest of the policy holders, and increase their assessments about 25 per cent. The question is, will they stand for such an increase?

During the period I refer to, a member carrying \$3000 paid \$63 in assessments or at the rate of \$5.25 a month; increase those amounts one-fourth and the member would pay \$68.75 for the year, or \$6.56 a month. During the last ten or fifteen years the pay of engineers has increased 50 per cent or more, and it surely ought to be an easy matter to pay \$1.31 a month out of that increase, but will they be willing to do it?

It will be a good thing to bear in mind that whatever is done now for the old members will be shared in by those who are the young men of today but will soon be in the veteran class.

This question should be given careful consideration and be viewed in the light of what is best for all concerned, with a due regard for the future that may bring us burdens we may not be able to bear without the help of our insurance.

A. J. MCKAY, Div. 110.

Can We Arrange Our Insurance so the Old Brother Will Not Have to "Die to Win?"

Many letters have appeared in the columns of the JOURNAL from time to time advocating the payment of insurance policies to our old Brothers, in order that they may receive some benefit for their faithfulness to the institution they have contributed to for so many years. Of all the letters published, the writer has never noticed a single one saying that this could not, or should not, be done. If we are all in favor, why don't we do it? The old Brothers would appreciate it, and, sooner or later, we will all be old or dead. The writer does not believe that the spirit to do this is lacking, but does believe that a workable plan to do it is lacking, therefore, I am submitting a proposition for you to think about and act upon if you choose. Yes, of course it will take money to do it, but what do you get of the good things in this life without paying the price?

Following is the plan: Let us sup-

pose, for illustration, that there are 100,000 \$1,500 policies in force (there are more than this, which makes the proposition still better). We will levy an assessment of 50 cents each month on every \$1,500 policy. This would net us each month \$50,000, to be applied to the cancellation of policies held by our old Brothers, and would take care of 33 policies each month in addition to the regular business. Now, we will ask all policy holders who have passed 70 years and desire to have their policies paid to them to file their application for the same with the Grand Office. These applications to be kept on file and considered in the order received (by right of seniority) and as many paid each month as possible with the special amount on hand. This to continue until all members have been cared for who have reached that 70th year; then a call made, same as above, for all who have reached their 69th year, 68th, etc., down to 65.

If we desire that the insurance shall be paid at 65 years of age instead of at death, when all have been paid above this age, no more assessments will be required, as your payments will automatically become normal. All the difference there will be is the policy holder will not have to die to win, for you will be paying the full amount of his policy when the holder has reached the age of 65 instead of at death.

Our Pension Association pays a Brother his pension if he retires from active service voluntarily or otherwise, at this age, and some railroads permit their men to retire at 65 and receive their pension, and all the managements could no doubt be induced to adopt this practice. With a system of this kind in operation, the old man could have a breathing spell without work or worry, before he reached life's terminal. We turn an old horse out to pasture in his later days and allow him a little rest, at least, why not the man? Can't do it; costs too much. Oh yes, you can do it. You did the equivalent of it through the war and the "flu" epidemic, and you survived it, as also did the Insurance Association, and today you don't feel any bad effects from it, rather a sense of pride in having succeeded in doing the proper thing, if the only thing to be done under the circumstances. You can do this, too, and besides, if you

think this would be a good thing for you, you must arrange matters so that it can be made to apply to all. There is no question about the desirability of paying off the policies at 65; it is just a matter of doing it, that's all. In the beginning the majority said we could never have our own insurance and operate it ourselves, but we have it. The same thing is true in regard to the White Building, but it is paid for, and bringing us an income besides. And some thought, and really said, we were simply crazy to talk about a Pension Association, but we have that also, and a thousand Brothers are enjoying it now and thousands more will enjoy it in the future, and bless the generation of men who had the foresight and the courage and the ability to provide such a blessing. Every move we have ever made for our own betterment has met opposition from our own members—we have had the habit so long that it is time that we forget it—so let us for once forget it, go to Division meeting, take the matter up, discuss it thoroughly, and if you can convince your members that it is worth while, offer a resolution to this effect, see to it that it is signed, sealed and sent to the Grand Office, and do it right away. Don't trust George to do it, for he has never done a job worth while in his whole life. George is a good, easy-going fellow, but he believes in letting well enough alone, as long as his immediate interests are not affected.

UNCLE DUD.

Pension Changes

Yes, convention time is drawing nigh, and our members of the Pension Association are expressing their ideas on changes that they think should or should not be made. One good Brother don't want his wife to be a beneficiary of the pension. Why not? Assuming that the monthly payments to the widow were sufficient for her maintenance, I would much rather protect my wife in that way than leave her with a lump sum of insurance for some of her friends (?) to swindle her out of, and I would be willing to pay the legitimate cost for this protection for her. It is a matter of B. of L. E. history that the undersigned has advocated this and other features referred to through the columns of the JOURNAL several years be-

fore the Pension Association was put into operation, and while I was not a delegate at Harrisburg, I venture the assertion that the Pension Committee there was too wise to tack more onto a pension plan than was absolutely necessary, for if they did, the whole thing would have been defeated, and the dream would never have materialized. They were wise enough to know that the child had to be born first, then grow awhile, then creep, then walk. They knew the opposition they would meet in trying to form a Pension Association, and it was made about as good as it could be made and live through the ordeal of being born. The writer knows by experience that any new thing which is advocated for the common good is condemned beforehand by the ones who would be most benefited by the measure, as I was told at least a hundred times in Detroit in 1910, by delegates, wise ones, too, that "a pension plan for our Organization would not work."

But the Pension Association is a reality, and doing good work. And its work is only started. Some day, when we gain a little more wisdom and a little more confidence in ourselves to do things, we will protect ourselves and families through life, and not be like many of our good old Brothers who are almost destitute in their declining years.

One good Brother says, in the JOURNAL, that our pension should be made compulsory, as that feature is what caused the success of our insurance. But does the good Brother remember the howl that went up when this was done? "It would break up the B. of L. E.," etc. At that time not more than one-fourth of our members carried our insurance, so if that proportion still existed, it would mean 20,000 men dictating to 80,000. However, it would be a fine thing for all concerned and your Pension Association will not have attained its maximum of efficiency until such time as a majority of our members have joined it. The writer also believes that the time has arrived when the pensioner should be relieved of the payment of any pension dues, so he may be benefited to the full extent of the amount his pension represents.

I would also be in favor of making the age limit for applicants to the pension the same as it is in the insurance. I have watched the growth of the Asso-

ciation closely and I cannot see where the reduction in the age limit has been of any material benefit, and no doubt there are a few who were asleep at the switch when the age limit went by, who would get under cover if the opportunity were again offered. We cannot lose very much by making the change anyway.

In regard to our finances, we have a right to be proud of them, and I would like to see a good share of the surplus invested in the B. of L. E. Bank, but I question very much if this can be done at present without changes in the plans of the Advisory Board, and without a considerable loss in the amount invested in Liberty Bonds.

As the Brother from Div. 556 states, later on, with our funds invested in high-class securities, we could offer our prospective members this protection for almost nothing. But would this be any more of an inducement than they have had? I question it. Very few young men look at life's problems with old eyes.

Glad to see the interest taken in the pension problems, Brothers, and let me remind you to not forget to send your resolutions to the Grand Office within the specified time. H. E. Fox, Div. 273.

About Health

The Philadelphia Health Council and Tuberculosis Committee was much interested in reading an article "About Health Rules" which appeared in the August issue of the LOCOMOTIVE ENGINEERS' JOURNAL.

The writer took in humorous vein the health rules many magazines are publishing these days, and advised the railroad man not to follow the same rules laid down for the tired business man. Naturally, rules for rest, recreation, diet and other health principles would differ vastly with differences of occupation and vocation.

No engineer who understands his business thinks of keeping his engine running continuously without an occasional overhauling. He does not wait until it breaks down. The human body is a very complicated and delicate machine, yet lots of people seem to think it can get along without any attention whatever. It is poor management if a

man lets his body break down before he considers his health.

Most chronic diseases can be prevented if only taken in time. If you wait till you notice the symptoms it is usually too late. Long before you suspect there is anything wrong, a careful medical examination would discover the beginnings of disorder. If you value your health, you will consult your family physician at least once a year, submit yourself to a thorough physical examination and carefully follow the physician's advice.

The man who believes in health and happiness will watch his physical condition as closely as the engineer his engine. And for the same reason—to get 100 per cent efficiency and pleasure out of it. He will watch what he puts into it, for one thing—cutting out eating as a form of diversion. He will reduce eating to the same level as putting fuel into the engine. He will eat just exactly what he needs to keep his body strong, his mind clear and his disposition good. He will give himself the right amount of fresh air, sunshine, exercise to keep his “wheels” moving at the proper pace.

True, the railroad man and the tired business man suffer usually from different ailments, but the underlying principles of health are the same for all: cleanliness, plenty of sleep, fresh air, sunshine, pure water, proper food and the right amount of exercise. And, above all things, regularity of these good habits.—Philadelphia Health Council and Tuberculosis Committee, Sara L. Lockwood, Assistant Secretary, 10 S. 18th St., Philadelphia, Pa.

Tell Us Yourself

There are many of our members who are not receiving their JOURNALS. They have perhaps moved without giving notice of change of address, or through error of someone they are no longer getting the book. We want every member to receive it. It is especially important at this time that they should.

Do not ask the Secretary of the Division, or anyone else, to notify this office. Do it yourself, either by letter, or on the blank form in JOURNAL provided for that purpose. EDITOR.

BOOST THE PLUMB PLAN

The Harvest of the Sea

Few of us realize what an immense harvest the sea yields. Statistics of the fishing industry are necessarily incomplete, for any man who can get a few feet of line and a penny hook may go fishing; and to reckon the catch of these amateurs is beyond the skill of statisticians. But in a general way we know that the United States last year took from its waters 2,000,000,000 pounds of marketable fish valued at the dock at \$125,000,000.

The greater part of this catch came from the North Atlantic. Complete statistics are lacking, but the Bureau of Fisheries has made a survey of the business done at the three leading ports of Boston, Gloucester and Portland and reports that in 1919 there were 523 vessels engaged in the trade and that they brought into port cod, haddock, hake, pollock, cusk, halibut and mackerel to the amount of 196,481,270 pounds, besides large quantities of less popular varieties. The Great Lakes and other fresh water bodies yield about 100,000,000 pounds of fish a year. The remainder of the catch comes from the salt waters adjacent to the coasts of the United States.

The fish production of the United States is larger than that of any other country in the world except Japan, and two billions of pounds seems an almost unbelievable quantity, yet it is only twenty pounds per person. Canada, our neighbor to the north, with access to the same waters as ourselves, eats twice as much fish per person as we do. Great Britain eats three times as much, or sixty pounds per person. The Scandinavian countries, Germany, Holland and France consume nearly 100 pounds per capita, and Japan probably exceeds this figure. Thus it will be seen that we have not developed our fishing industry to one-fourth of its possibilities.—*Leslie's Weekly*.

Join Now

The Plumb Plan League is organized by the chief executives of all railroad organizations, farmers' organizations and others who believe in permanent public ownership and democracy in the operation of the railways. All trade unionists should join the League and assist. **JOIN NOW!**

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 1037-1040

SERIES S

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Jan. 1, 1921.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 125, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 15th of each month. Claims received after that date will lie over until the succeeding month.

| No. of Asst | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Am't of Ins. | To Whom Payable |
|-------------|------------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|-------------------------|
| 969 | B. L. Grant..... | 43 | 309 | Oct. 25, 1909 | Oct. 16, 1920 | Pulmonary tubercu's | \$1500 | Benj. L. Grant, f. |
| 970 | Geo. B. O'Leary..... | 35 | 304 | May 21, 1919 | Nov. 5, 1920 | Drowned..... | 1500 | Brothers. |
| 971 | C. C. Horn..... | 42 | 603 | May 8, 1903 | Nov. 14, 1920 | Killed..... | 1500 | Ida M. Horn, w. |
| 972 | W. T. Cushing..... | 48 | 161 | Feb. 19, 1902 | Nov. 5, 1920 | Killed..... | 3000 | B'tha E. Cushing, w. |
| 973 | B. D. Smith..... | 58 | 475 | Jan. 5, 1898 | Nov. 13, 1920 | Myocarditis..... | 1500 | Maud Smith, w. |
| 974 | Frank Young..... | 41 | 239 | Aug. 6, 1917 | Nov. 11, 1920 | Heart failure..... | 3000 | Anna Young, w. |
| 975 | J. M. Dickinson..... | 89 | 18 | Apr. 1, 1889 | Nov. 15, 1920 | Broncho-pneumonia | 3000 | Son and daughter. |
| 976 | Wm. Johnson..... | 74 | 312 | Dec. 27, 1890 | Oct. 26, 1920 | Arteriosclerosis..... | 1500 | John T. Johnson, s. |
| 977 | B. L. Simpkins..... | 40 | 448 | Aug. 27, 1905 | Nov. 5, 1920 | Killed..... | 1500 | Children. |
| 978 | Thomas McCann..... | 60 | 211 | May 26, 1897 | Nov. 11, 1920 | Myocarditis..... | 1500 | Mary A. McCann, w. |
| 979 | John B. Reash..... | 34 | 522 | Mar. 25, 1918 | Nov. 2, 1920 | Killed..... | 1500 | Louise Reash, w. |
| 980 | G. E. Ferguson..... | 46 | 375 | Jan. 17, 1910 | Oct. 26, 1920 | Bronchitis..... | 3000 | L. E. Ferguson, w. |
| 981 | Fred H. Tucker..... | 60 | 639 | Sept. 28, 1901 | Nov. 5, 1920 | Carcinoma of larynx. | 1500 | Sadie L. Tucker, w. |
| 982 | L. Carson..... | 57 | 628 | Dec. 14, 1903 | Nov. 12, 1920 | Nephritis..... | 1500 | Mrs. C. E. Carson, w. |
| 983 | John McDonald..... | 67 | 244 | Sept. 5, 1890 | Oct. 22, 1920 | Left eye removed..... | 1500 | Self. |
| 984 | D. Custer..... | 58 | 406 | Sept. 21, 1898 | Nov. 15, 1920 | Arteriosclerosis..... | 4500 | Flora B. Custer, w. |
| 985 | Edm. T. Costello..... | 42 | 142 | Oct. 6, 1904 | Nov. 6, 1920 | Gen'l par's of insa'e | 1500 | Timothy Costello, f. |
| 986 | Henry Heithoff..... | 49 | 419 | Nov. 27, 1918 | Nov. 21, 1920 | Nephritis..... | 1500 | Katie Heithoff, w. |
| 987 | H. Montgomery..... | 66 | 437 | Apr. 25, 1892 | Nov. 18, 1920 | Nephritis..... | 3000 | I. V. Montgomery, w. |
| 988 | M. F. Rhoades..... | 70 | 145 | Feb. 6, 1897 | Nov. 16, 1920 | Arteriosclerosis..... | 3000 | Son and daughter. |
| 989 | Jas. Fitzgerald..... | 52 | 790 | Apr. 4, 1910 | Oct. 19, 1920 | Recur't hem. from ear | 3000 | Wife and daughter. |
| 990 | J. M. Haar..... | 34 | 646 | Aug. 6, 1916 | Nov. 14, 1920 | Right leg amputated | 1500 | Self. |
| 991 | C. V. H. Caillier..... | 47 | 183 | May 20, 1891 | Nov. 27, 1920 | Pneumonia..... | 1500 | Mary Caillier, w. |
| 992 | Wm. H. Gates..... | 68 | 12 | Aug. 19, 1891 | Nov. 12, 1920 | Paralysis of throat..... | 1500 | Rhoda Gates, w. |
| 993 | John A. Mitchell..... | 63 | 312 | Apr. 9, 1905 | Nov. 14, 1920 | Tumor of bladder..... | 1500 | L. A. Mitchell, S-in-l. |
| 994 | Percival Ricketts..... | 47 | 158 | July 13, 1908 | Nov. 5, 1920 | Cardiac embolism..... | 1500 | Edith Ricketts, w. |
| 995 | A. J. Wilson..... | 52 | 283 | Mar. 25, 1896 | Nov. 11, 1920 | Carcinoma..... | 1500 | Ellie B. Wilson, w. |
| 996 | Geo. S. Hiembach..... | 54 | 452 | Mar. 10, 1901 | Nov. 23, 1920 | Broncho-pneumonia | 1500 | V. I. Hiembach, w. |
| 997 | Fred Swartz, Jr..... | 44 | 50 | Apr. 7, 1906 | Nov. 18, 1920 | Diphtheria..... | 1500 | Jennie Swartz, w. |
| 998 | R. B. F. Gray..... | 52 | 239 | Apr. 11, 1904 | Nov. 19, 1920 | Pneumonia..... | 2250 | Louella M. Gray, w. |
| 999 | H. W. Reynolds..... | 47 | 230 | July 23, 1910 | Nov. 23, 1920 | Pellagra..... | 1500 | May Reynolds, w. |
| 1000 | A. J. Gunnell..... | 75 | 780 | Jan. 6, 1880 | Nov. 27, 1920 | Nephritis..... | 3000 | Lucy A. Gunnell, w. |
| 1001 | W. R. Kingsmore..... | 53 | 423 | Jan. 31, 1909 | Nov. 20, 1920 | Cerebral hemorrhage | 3000 | A. R. Kingsmore, w. |
| 1002 | Z. T. Keller..... | 65 | 543 | Nov. 21, 1897 | Nov. 28, 1920 | Angina pectoris..... | 3000 | Marg't J. Keller, w. |
| 1003 | M. C. Amigh..... | 57 | 287 | Sept. 12, 1892 | Nov. 30, 1920 | Killed..... | 1500 | Mrs. S. E. Amigh w. |
| 1004 | J. E. Cunningham..... | 56 | 465 | Jan. 2, 1904 | Nov. 27, 1920 | Acute endocarditis..... | 3000 | D. Cunningham, w. |
| 1005 | P. Ziller..... | 76 | 351 | Aug. 13, 1888 | Nov. 5, 1920 | Cancer of face..... | 3000 | Harry P. Souders, n. |
| 1006 | A. J. Fraley..... | 63 | 485 | Nov. 12, 1887 | Nov. 15, 1920 | Organic heart disease | 3000 | Gertrude Fraley, w. |
| 1007 | J. K. Thompson..... | 74 | 255 | Mar. 28, 1888 | Nov. 23, 1920 | Mitral insufficiency..... | 3000 | C. M. Thompson, B. |
| 1008 | Thos. J. McGarry..... | 42 | 276 | Dec. 27, 1907 | Dec. 2, 1920 | Killed..... | 3000 | Mary A. McGarry, w. |
| 1009 | C. W. Alexander..... | 55 | 644 | Mar. 21, 1909 | Nov. 24, 1920 | Diabetes mellitus..... | 1500 | T. A. Alexander, w. |
| 1010 | R. F. Fisher..... | 48 | 315 | July 7, 1901 | Nov. 30, 1920 | Nephritis..... | 3000 | Jennie R. Fisher, w. |
| 1011 | Geo. S. Vaughn..... | 41 | 878 | Nov. 13, 1909 | Nov. 13, 1920 | Abscess of lung..... | 1500 | Mamie Vaughn, m. |
| 1012 | Ed. Barham..... | 56 | 140 | Aug. 1, 1892 | Nov. 24, 1920 | Pneumonia..... | 3000 | Sister and niece. |
| 1013 | J. E. Boston..... | 50 | 207 | June 8, 1902 | Dec. 3, 1920 | Killed..... | 1500 | Lena Boston, w. |
| 1014 | Jos. Banz..... | 37 | 357 | Nov. 21, 1911 | Oct. 26, 1920 | Heart disease..... | 1500 | May M. Banz, w. |
| 1015 | John W. Clark..... | 42 | 423 | Nov. 1, 1917 | Dec. 2, 1920 | Killed..... | 3000 | Dora Clark, w. |
| 1016 | Chas. F. Keifer..... | 57 | 298 | Mar. 14, 1898 | Sept. 30, 1920 | Angina pectoris..... | 1500 | Jessie Keifer, w. |
| 1017 | Jas. Sherry..... | 39 | 308 | Apr. 17, 1912 | Oct. 15, 1920 | Pleural pneumonia..... | 1500 | Ella F. Sherry, w. |
| 1018 | J. B. Henry..... | 48 | 701 | Dec. 2, 1901 | Oct. 18, 1920 | Tuberculosis..... | 3000 | Gertrude Henry, w. |
| 1019 | A. L. Northrop..... | 56 | 630 | Nov. 17, 1907 | Oct. 19, 1920 | Acute uremia..... | 1500 | Helen Northrop, w. |
| 1020 | A. B. Hunter..... | 59 | 263 | Sept. 13, 1903 | Oct. 24, 1920 | Killed..... | 1500 | Mrs. M. Hunter, w. |
| 1021 | John Cross..... | 54 | 579 | July 14, 1891 | Nov. 6, 1891 | Mitral regurgitation. | 1500 | Sisters. |
| 1022 | Michael Killen..... | 34 | 71 | Feb. 5, 1916 | Nov. 17, 1920 | Pulmonary tubercu's | 1500 | Margaret Killen, w. |
| 1023 | Wm. Wilcox..... | 71 | 219 | Jan. 24, 1883 | Nov. 18, 1920 | Paralysis..... | 3000 | Jessie Sallee, d. |
| 1024 | D. Buckley..... | 75 | 53 | Aug. 16, 1879 | Nov. 28, 1920 | Cerebral hemorrhage | 3000 | Mrs. A. A. Buckley. |
| 1025 | Lou F. Bonds..... | 38 | 23 | June 4, 1919 | Nov. 29, 1920 | Lobar pneumonia..... | 1500 | Nonie M. Bonds, w. |
| 1026 | Thos. B. Cook..... | 48 | 736 | Oct. 28, 1908 | Nov. 30, 1920 | Uremic poisoning..... | 1500 | Bessie Cook, w. |

| No. of Asst | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Am't of Ins. | To Whom Payable |
|-------------|---------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|----------------------|
| 1027 | J. H. Harwin.... | 73 | 297 | June 30, 1890 | Dec. 3, 1920 | Pneumonia..... | 3000 | Ethel Boniwell, n. |
| 1028 | W. W. Washburn... | 37 | 651 | Dec. 4, 1912 | Dec. 3, 1920 | Typhoid fever..... | 3000 | Jes. E. Washburn, w. |
| 1029 | W. T. C. Lowther... | 34 | 51 | Feb. 15, 1920 | Dec. 4, 1920 | Pulmonary tubercu's | 1500 | Lil ie Lowther, m. |
| 1030 | Frank Collins.... | 59 | 465 | Mar. 26, 1906 | Dec. 4, 1920 | Acute dil't'n of heart | 3000 | Annie C. Llin, w. |
| 1031 | L. L. Vanhoosen.... | 44 | 98 | May 2, 1910 | Nov. 27, 1920 | Typhoid fever..... | 1500 | L. R. Vanhoosen, w. |
| 1032 | Wm. A. Carroll.... | 57 | 596 | Aug. 1, 1903 | Nov. 29, 1920 | Apoplexy..... | 1500 | Margaret Carroll, w. |
| 1033 | J. H. Mann..... | 65 | 568 | June 3, 1891 | Dec. 5, 1920 | Arteriosclerosis..... | 3000 | Mary A. Mann, w. |
| 1034 | N. E. Biesecker.... | 52 | 464 | Apr. 13, 1900 | Dec. 5, 1920 | Killed..... | 3000 | L. W. Biesecker, w. |
| 1035 | J. F. Campbell.... | 56 | 310 | Apr. 12, 1908 | Dec. 7, 1920 | Cancer..... | 3000 | L. C. Campbell, w. |
| 1036 | Thos. King..... | 51 | 71 | Sept. 22, 1901 | Dec. 8, 1920 | Pulmonary tubercu's | 1500 | Mary T. King, w. |
| 1037 | John M. Griffin.... | 47 | 21 | Apr. 30, 1906 | Dec. 10, 1920 | Pulmonary tubercu's | 3000 | Mary K. Griffin, w. |
| 1038 | F. W. Grout..... | 69 | 147 | Jan. 16, 1893 | Dec. 10, 1920 | Senility..... | 1500 | Alice G. Grout, w. |
| 1039 | H. E. Duckett.... | 49 | 207 | Jan. 13, 1901 | Dec. 11, 1920 | Cancer..... | 3000 | B. B. Duckett, w. |
| 1040 | G. B. Krause..... | 58 | 730 | Oct. 7, 1892 | Dec. 12, 1920 | Paralysis..... | 1500 | Cora Krause, w. |

Total number of death claims 70
Total number of disability claims 2 } 72

Total amount of claims, \$155,250.00

Financial Statement

Cleveland, Ohio, December 1, 1920.

Mortuary Claim Fund

| | |
|-------------------------------------------------------|----------------------|
| Balance on hand November 1, 1920..... | \$ 565,030.18 |
| Received from assessments No. 781-784..... | \$192,264.85 |
| Received from members carried by the Association..... | 3,987.55 |
| Interest from Bank | 1,648.55 |
| | <u>\$197,900.95</u> |
| | 197,900.95 |
| Total | \$ 762,931.13 |
| Paid in claims..... | 191,250.00 |

Balance on hand November 30, 1920.....\$ 571,681.13

Mortuary Expense Fund

| | |
|----------------------------------------|----------------------|
| Balance on hand November 1, 1920..... | \$ 118,329.25 |
| Received from fees..... | \$ 647.28 |
| Received from 2%..... | 4,460.27 |
| | <u>\$5,107.55</u> |
| | 5,107.55 |
| Total | \$ 123,436.80 |
| Expense for November..... | 3,960.59 |
| | <u>\$ 119,476.21</u> |
| Balance on hand November 30, 1920..... | \$ 119,476.21 |

Special Mortuary Fund

| | |
|--------------------------------------------------|-----------------------|
| Balance on hand November 1, 1920..... | \$2,071,218.98 |
| Received in November..... | \$22,301.42 |
| Interest on Liberty Bonds..... | 3,984.37 |
| | <u>\$26,285.79</u> |
| | 26,285.79 |
| Total | \$2,097,504.77 |
| Expense accrued, interest on Canadian Bonds..... | 684.44 |
| | <u>\$2,096,820.33</u> |
| Balance on hand November 30, 1920..... | \$2,096,820.33 |

Indemnity Claim Fund

| | |
|----------------------------------------|----------------------|
| Balance on hand November 1, 1920..... | \$ 154,788.45 |
| Premium received | \$1,985.76 |
| Refund | 37.86 |
| Interest from Bank..... | 540.63 |
| | <u>\$2,564.25</u> |
| | 2,564.25 |
| Total | \$ 157,352.70 |
| Paid in claims..... | 25,190.01 |
| | <u>\$ 132,162.69</u> |
| Balance on hand November 30, 1920..... | \$ 132,162.69 |

Indemnity Expense Fund

| | | |
|----------------------------------------|----------|-----------|
| Balance on hand November 1, 1920..... | \$ | 31,764.84 |
| Received from fees..... | \$ | 1.00 |
| Received from 5%..... | | 104.51 |
| | \$105.51 | 105.51 |
| Total | \$ | 31,870.35 |
| Expense for November..... | | 571.29 |
| Balance on hand November 30, 1920..... | \$ | 31,299.06 |

Statement of Membership

For November, 1920

| | | | | | | |
|--------------------------------------------------------------------------------|---------|---------|---------|---------|---------|---------|
| Classified represents | \$ 750 | \$1,500 | \$2,250 | \$3,000 | \$3,750 | \$4,500 |
| Total membership October 31..... | 1,302 | 52,529 | 104 | 22,675 | 5 | 5,197 |
| Applications and reinstatements received during the month | | 498 | .... | 334 | .... | 96 |
| Total | \$1,302 | 53,027 | 104 | 23,009 | 5 | 5,293 |
| From which deduct certificates terminated by death, accident or otherwise..... | 4 | 122 | 1 | 56 | .... | 6 |
| Total membership November 30..... | 1,298 | 52,905 | 103 | 22,953 | 5 | 5,287 |
| Grand Total | | | | | | 82,551 |

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

Mary Agnes Hayes, niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$186.37.

Mrs. Laura Thorp, sister of our late Brother F. B. Reynolds, of Div. 637, Monclova, Coah. Mexico, amount due \$1,500.00.

Mrs. J. A. Tanner, niece of our late Brother H. M. Robinson, of Div. No. 750, Lethbridge, Alberta, Canada, amount due \$1,500.00.

Jennie Showers, sister of our late Brother S. E. Ferguson, of Div. No. 197, San Antonio, Texas, amount due \$1,436.50.

Ranghild Carlson, cousin of our late Brother H. Larson, of Div. 798, Seattle, Wash., amount due \$1,076.85.

John McGinnis, cousin of our late Brother W. J. Kelley, of Div. No. 784, Malden, Wash., amount due \$1,337.52.

Henry Hein, brother of our late Brother John Hein, of Div. No. 231, Chicago, Ill., amount due \$1,481.40.

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y-Treas.

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1867, 1869, 1878, 1879, 1881, 1883, we would like to purchase them.

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, 1126 ENGINEERS' BUILDING, CLEVELAND, OHIO, and it will receive prompt attention.

THE B. of L. E. JOURNAL

OLD ADDRESS

Name.....

Division Number.....

Box or Street No.....

P. O.....State.....

NEW ADDRESS

Box or Street No.....

P. O.....State.....

SPECIAL NOTICES

Sec. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—To know the whereabouts of George Adams Thompson or wife, Mrs. Josephine Thompson. Last heard of thirteen years ago in Chicago. Have important news for them. Any information will be appreciated by Fred C. Thompson, 411 Glenwood Ave., Raleigh, N. C.

OBITUARIES

[In accordance with the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the Journal. All deaths will be listed under obituary heading only, with cause and date of death.]

Grain Valley, Mo., July 4, heart trouble, Bro. F. Bohan, member of Div. 8.

Chicago, Ill., Sept. 30, Bro. G. W. Allen, member of Div. 10.

Chicago, Ill., July 12, Bro. P. McNichols, member of Div. 10.

Chicago, Ill., Aug. 10, Bro. J. F. Fitzpatrick, member of Div. 10.

Fort Wayne, Ind., Nov. 12, nervous breakdown, Bro. Wm. H. Gates, member of Div. 12.

Rochester, N. Y., Nov. 15, broncho-pneumonia, Bro. J. M. Dickinson, member of Div. 18.

Freeport, Ill., Oct. 28, heart failure, Bro. Wm. H. Platt, member of Div. 27.

St. Louis, Mo., Sept. 2, killed, Bro. J. Christoffel, member of Div. 42.

Meadville, Pa., Sept. 24, Addison's disease, Bro. W. P. Reynolds, member of Div. 43.

South Connellsville, Pa., Nov. 18, diphtheria, Bro. Fred Swartz, member of Div. 50.

Chester, Pa., Dec. 4, pneumonia, Bro. W. T. E. Lowther, member of Div. 51.

West Chester, Pa., Oct. 25, apoplexy, Bro. J. W. Buxton, member of Div. 51.

Stoneham, Mass., Dec. 3, operation, Bro. J. W. Fisher, member of Div. 61.

Somerville, Mass., Nov. 28, general breakdown, Bro. John D. Cameron, member of Div. 61.

Philadelphia, Pa., Nov. 16, tuberculosis, Bro. M. Killen, member of Div. 71.

Harrisburg, Pa., Nov. 13, complications, Bro. John S. Gardner, member of Div. 74.

Stevens Point, Wis., Nov. 3, typhoid fever, Bro. George G. Wallace, member of Div. 80.

Pottsville, Pa., Sept. 18, apoplexy, Bro. J. N. Hunter, member of Div. 90.

Baltimore, Md., Nov. 3, Bright's disease, Bro. C. W. Ments, member of Div. 97.

Omaha, Neb., Nov. 27, typhoid fever, Bro. L. L. Van Hoesen, member of Div. 98.

Lincoln, Neb., Nov. 1, killed, Bro. C. E. Tindall, member of Div. 98.

Blairsville, Pa., Nov. 14, cancer, Bro. G. N. Hildebrand, member of Div. 108.

Des Moines, Iowa, Nov. 9, old age, Bro. Wm. J. Gahagen, member of Div. 113.

Des Moines, Iowa, Sept. 4, struck by lightning, Bro. F. B. Myers, member of Div. 113.

Des Moines, Iowa, Sept. 12, auto accident, Bro. H. J. Dean, member of Div. 113.

New Orleans, La., Nov. 24, pneumonia, Bro. L. E. Barham, member of Div. 140.

Richmond, P. Q., Nov. 7, paralysis of brain, Bro. Ed. T. Costello, member of Div. 142.

Fayetteville, N. Y., Nov. 16, paralysis, Bro. M. F. Rhoades, member of Div. 145.

Oakland, Cal., Nov. 5, scalded, Bro. Walter T. Cushing, member of Div. 161.

Wynne, Ark., Nov. 11, Bro. A. B. Williams, member of Div. 182.

Omaha, Neb., Nov. 27, operation, Bro. C. V. H. Caillier, member of Div. 183.

Perry, Iowa, Nov. 4, stomach trouble, Bro. Henry A. Clark, member of Div. 203.

Chicago, Ill., Nov. 11, myocarditis, Bro. Thos. B. McCann, member of Div. 211.

Marshall, Texas, Nov. 18, paralysis, Bro. Wm. Wilcox, member of Div. 219.

Selma, Ala., Nov. 24, killed, Bro. F. S. Tipton, member of Div. 223.

Vicksburg, Miss., Aug. 21, heart failure, Bro. A. F. Heron, member of Div. 230.

East Chattanooga, Tenn., Nov. 19, pneumonia, Bro. R. F. Gray, member of Div. 239.

Knoxville, Tenn., Nov. 11, heart trouble, Bro. Frank Young, member of Div. 239.

Corning, N. Y., Oct. 26, uratic poisoning, Bro. W. E. Wolcott, member of Div. 244.

Charleston, Ill., Nov. 12, paralysis of heart, Bro. W. S. Donaldson, member of Div. 245.

New Philadelphia, Ohio, Nov. 23, leakage of heart, Bro. J. K. Thompson, member of Div. 255.

Scranton, Pa., July 30, cancer, Bro. Lewis Firestone, member of Div. 263.

Dunmore, Pa., Dec. 2, killed, Bro. Thos. J. McGarry, member of Div. 276.

Oakland, Cal., Nov. 11, cancer, Bro. A. J. Wilson, member of Div. 283.

Juniata, Pa., Nov. 30, killed, Bro. M. C. Amigh, member of Div. 287.

Green Bay, Wis., Dec. 3, heart trouble, Bro. John Harwin, member of Div. 297.

Starke, Fla., Oct. 18, killed, Bro. J. M. Tatom, member of Div. 309.

Jacksonville, Fla., Nov. 13, cancer, Bro. J. B. Mattair, member of Div. 309.

Wilmington, N. C., Oct. 16, pulmonary tuberculosis, Bro. B. L. Grant, member of Div. 309.

Taunton, Mass., Nov. 14, heart failure, Bro. John A. Mitchell, member of Div. 312.

Hyannis, Mass., Oct. 26, hardening of arteries, Bro. Wm. Johnson, member of Div. 312.

Rosindale, Mass., Nov. 5, killed, Bro. George F. Bowes, member of Div. 312.

Olean, N. Y., Oct. 29, chronic Bright's disease, Bro. John P. Sullivan, member of Div. 345.

Hagerstown, Md., Nov. 5, cancer, Bro. P. Ziler, member of Div. 351.

St. Paul, Minn., Oct. 26, Bro. Joseph Banz, member of Div. 357.

Fort Madison, Iowa, Nov. 28, pneumonia, Bro. J. E. Wood, member of Div. 391.

Johnston, Pa., Nov. 15, arterial paralysis, Bro. Daniel Custer, member of Div. 406.

Columbus, Ga., Nov. 7, spinal meningitis, Bro. L. P. Haines, member of Div. 409.

Peoria, Ill., Nov. 12, heart trouble, Bro. Towner H. Rogers, member of Div. 417.

Brooklyn, N. Y., Nov. 21, Bright's disease, Bro. H. Heithoff, member of Div. 419.

Jamaica, L. I., N. Y., Nov. 11, paralysis, Bro. Wm. J. Farrell, member of Div. 419.

Tusculum, Ala., Dec. 2, killed, Bro. John W. Clark, member of Div. 423.

Sheffield, Ala., Nov. 20, Bro. W. R. Kingmore, member of Div. 423.

Keyser, W. Va., Nov. 18, Bright's disease, Bro. H. Montgomery, member of Div. 437.

Pittsburgh, Pa., Nov. 23, pneumonia, Bro. G. S. Heimbach, member of Div. 452.

Smithville, Texas, Nov. 13, valvular heart trouble, Bro. B. D. Smith, member of Div. 475.

Louisville, Ky., Nov. 15, organic heart disease, Bro. A. J. Fraley, member of Div. 485.

Carbondale, Colo., Nov. 17, hardening of arteries, Bro. B. B. Hill, member of Div. 488.

Jersey City, N. J., July 4, cancer, Bro. L. W. Shorr, member of Div. 497.

Willard, Ohio, Nov. 30, gunshot, Bro. J. B. Wallace, member of Div. 522.

Kingston, Pa., Nov. 28, heart failure, Bro. Z. T. Keller, member of Div. 543.

Nelson, B. C., Nov. 6, heart failure, Bro. John Cross, member of Div. 579.

St. Louis, Mo., Nov. 27, apoplexy, Bro. W. A. Carroll, member of Div. 595.

Ludlow, Ky., Nov. 14, killed, Bro. C. C. Horn, member of Div. 603.

Douglas, Ariz., Nov. 10, Bro. J. H. Holeman, member of Div. 615.

East Lake, Tenn., Nov. 12, Bro. L. L. Carson, member of Div. 628.

Hornell, N. Y., Nov. 10, apoplexy, Bro. C. T. Eastman, member of Div. 641.

Galesburg, Ill., Nov. 24, diabetes, Bro. C. W. Alexander, member of Div. 644.

Columbus, Ohio, Dec. 3, typhoid fever, Bro. W. W. Washburn, member of Div. 651.

Allentown, Pa., Sept. 9, diabetic coma, Bro. D. F. Reff, member of Div. 653.

Chicago, Ill., Nov. 11, yellow jaundice, Bro. John DeGraff, member of Div. 683.

Wichita Falls, Texas, Nov. 30, uric acid poisoning, Bro. T. B. Cook, member of Div. 736.

East Stroudsburg, Pa., Nov. 18, apoplexy, Bro. S. Van Fliet, member of Div. 760.

Harrison, Ark., Nov. 27, acute nephritis, Bro. A. J. Gunnell, member of Div. 780.

Clovis, N. Mex., Sept. 12, apoplexy, Bro. Roy Suman, member of Div. 811.

Barnesville, Ohio, Nov. 25, Martha R. Orr, sister of Bro. R. M. Orr, member of Div. 417.

ADMITTED BY TRANSFER CARD

Into Div.

- * 5—W. W. Greenhill, from Div. 126.
- A. F. Cooley, from Div. 236.
- J. J. Barels, from Div. 490.
- 14—John A. Vogler, from Div. 811.
- 40—T. J. Crozier, from Div. 440.
- 60—Frank S. Watts, from Div. 147.
- 67—Geo. Fergusom, from Div. 862.
- 71—Geo. E. Alexander, Willis A. Hewitt, C. L. Many, from Div. 51.
- A. G. Keeler, from Div. 155.
- 114—M. L. Boylan, from Div. 23.
- 115—Stanley Scott, from Div. 826.
- L. Witter, from Div. 869.

Into Div.

- 130—Casper Crippen, from Div. 252.
 147—Peter Huber, from Div. 402.
 155—E. V. Miller, from Div. 845.
 161—H. Zugelter, from Div. 660.
 C. H. Harmon, L. D. Courtermarsh, from Div. 664.

- 168—J. D. McNeely, from Div. 258.
 172—J. F. Wayne, from Div. 58.
 187—J. A. Smith, D. E. Gallagher, from Div. 574.

John Beer, from Div. 786.

- 222—Bartley McGuire, from Div. 713.
 227—Jas. H. O'Neal, from Div. 152.
 232—G. A. Lundvall, from Div. 624.
 239—J. G. Badger, from Div. 769.
 248—Albert Johns, W. H. Myers, John C. Stahl, L. L. Wright, from Div. 645.
 263—Gilbert Alexander, from Div. 166.
 275—M. Chavers, from Div. 495.
 276—Geo. C. Fredricks, from Div. 760.
 283—Arthur Turnbull, from Div. 704.
 286—Fred M. Vahey, from Div. 742.
 300—E. H. Cooper, T. R. Hall, C. H. Johnson, D. L. Kingston, W. E. Nagle, from Div. 2.
 304—E. A. Bissonette, from Div. 747.
 314—R. W. Sanford, from Div. 762.
 326—O. M. Yarbrough, from Div. 179.
 331—J. T. Clayton, from Div. 456.
 401—C. S. Powell, from Div. 301.
 407—T. O. Ligon, from Div. 423.
 415—O. E. Smith, from Div. 110.
 425—B. B. Brundage, from Div. 385.
 426—L. H. Ammons, from Div. 510.
 540—Albert Carlson, from Div. 740.
 560—Jas. E. Finigan, from Div. 51.
 563—J. S. Dunlap, D. Turner, from Div. 657.
 565—J. C. Rucker, from Div. 260.
 574—H. S. Webb, from Div. 706.
 575—C. D. Freeman, from Div. 488.
 578—John E. Edmond, from Div. 246.
 614—Ned Cheshire, from Div. 352.
 H. T. Underwood, from Div. 370.
 R. G. McFadden, from Div. 133.
 H. L. Wear, from Div. 757.
 632—H. W. Benedict, from Div. 738.
 641—Jos. E. Hammond, from Div. 47.
 662—M. J. Murphy, from Div. 183.
 A. L. Lowrie, from Div. 752.
 664—L. J. Lynn, from Div. 161.
 698—W. S. Wells, from Div. 614.
 739—Albert Crase, from Div. 388.
 743—F. W. Moore, from Div. 401.
 748—J. F. Harrison, from Div. 591.
 756—W. R. Porter, from Div. 326.
 D. M. Wallace, from Div. 786.
 772—Richard A. Allen, from Div. 406.
 789—Arch Hackley, from Div. 721.
 796—N. T. Fenby, from Div. 847.
 811—Wayne P. Roby, from Div. 214.
 818—W. J. Croteau, from Div. 716.
 823—C. A. Mullins, from Div. 751.
 836—H. C. Christy, from Div. 385.
 842—Geo. M. Winney, Geo. Varney, from Div. 69.
 846—R. H. Allen, from Div. 251.
 860—D. Marsh, from Div. 624.

Into Div.

- 876—S. H. Cook, C. T. Gores, A. C. Gray, A. A. Joyce, J. M. Murphy, J. A. Roller, E. Roeseke, H. A. Simmons, F. N. Slavin, J. W. Zink, from Div. 678.
 878—J. P. O'Connor, J. J. Smith, B. B. Stinson, from Div. 855.

WITHDRAWALS

From Div.

- 197—J. C. Pilkington
 214—W. M. Koons

From Div.

- 301—Joseph Dennis
 336—W. C. Alexander

REINSTATEMENTS

Into Div.

- 13—T. T. Goyette
 46—J. E. Verner
 58—F. N. Allen
 L. E. Eastmond
 F. W. Lefferts
 97—F. M. Caples
 139—J. J. Gaffney
 200—F. B. Stafford
 212—B. J. Lindner
 246—John P. Ritzel
 256—W. B. Hartley
 323—G. N. Byrum
 352—Ned Cheshire
 372—E. R. Harris
 436—J. M. Hamilton
 565—C. O. Stevenson
 591—Chas. V. Cook
 606—E. C. Greenwood

Into Div.

- 614—Geo. F. Hughes
 660—C. P. Galloway
 682—A. J. Lange
 683—Jas. P. Hayes
 R. A. Payne
 704—Arthur Turnbull
 706—H. S. Webb
 712—W. H. Walker
 713—F. E. Jones
 736—R. R. Fauntleroy
 788—C. A. Gregory
 790—Edw. E. Lipscomb
 799—R. L. Shaw
 803—J. E. Wilson
 826—Clarence Dunn
 George Fuller
 877—Angus Anderson

EXPELLED

For Non-Payment of Dues

From Div.

- 191—A. S. French
 G. F. Lester
 195—B. F. Brown
 242—J. C. Patton

From Div.

- 368—C. N. Burks
 H. W. Cox
 668—S. C. Bair
 824—H. H. Thelon

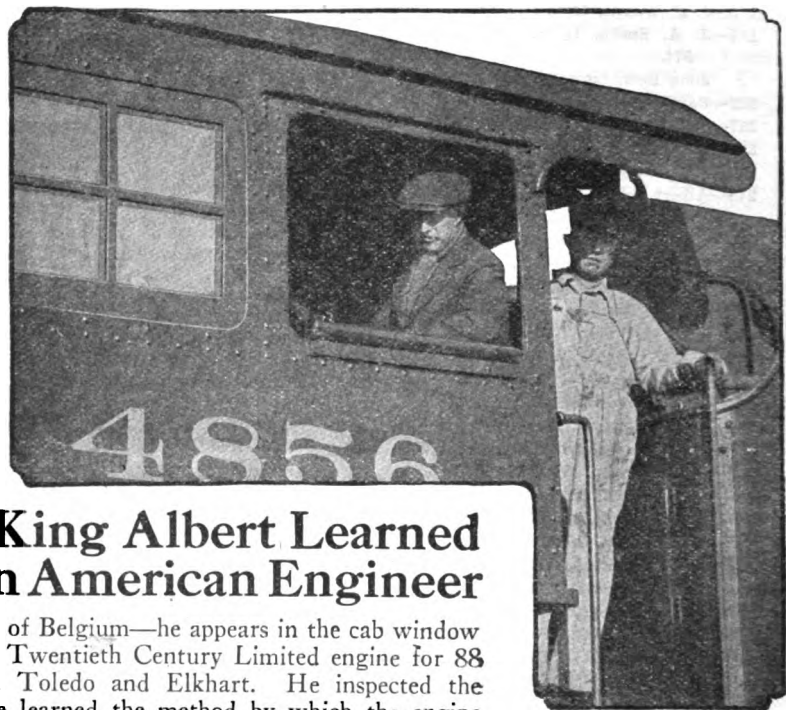
For Other Causes

From Div.

- 1—T. J. Cochill, forfeiting insurance.
 52—J. J. Simms, forfeiting insurance.
 58—L. N. Fox, forfeiting insurance.
 109—H. W. Cranshaw, J. F. Purcell, forfeiting insurance.
 160—O. W. Keull, forfeiting insurance.
 210—K. D. Creech, forfeiting insurance.
 248—J. H. Griffith, forfeiting insurance.
 265—J. H. Massey, violation of obligation.
 273—Fred Feckner, forfeiting insurance.
 282—C. F. Lyons, forfeiting insurance.
 304—E. F. McGill, not corresponding with Division.
 392—Geo. J. McLean, Jos. F. Owings, forfeiting insurance.
 406—Elmer F. Noon, M. H. Rorabaugh, H. M. Story, forfeiting insurance.
 497—J. F. Muller, forfeiting insurance.
 615—C. L. Adams, violation Sec. 28, Statutes.
 678—J. T. Callahan, forfeiting insurance.
 695—B. R. Hill, forfeiting insurance.
 750—Thos. Archbold, forfeiting insurance.

Hamilton Watch

"The Railroad Timekeeper of America"



What King Albert Learned from an American Engineer

King Albert of Belgium—he appears in the cab window—rode on the Twentieth Century Limited engine for 88 miles between Toledo and Elkhart. He inspected the mechanism; he learned the method by which the engine while in motion scooped water; he sat in the engineer's seat and ran the engine.

As they approached Elkhart, Engineer J. A. Lux—he appears in the gangway—pulled out his watch. His Majesty consulted his, and they compared time. After one look, "What watch do you carry?" asked King Albert. "A Hamilton," answered Lux. "Is it a good one?" inquired His Majesty. "Well, I've run trains by it for 25 years," said Engineer J. A. Lux.

King Albert put away his watch. Before leaving America he bought a Hamilton.

It's the accuracy of all Hamiltons that makes railroad men run the crack trains by them and practical kings want them. Their owners meet time inspection with a smile.

When you buy, ask to see the models of Hamiltons which are famous as railroad watches; No. 992 (16 size, 21 jewels), and also No. 940 (18 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada, \$27) and up. Write us for "The Timekeeper"—an interesting booklet showing how fine watches are made and how you should take care of one. The different Hamiltons are described and prices given.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania



St. Louis, Mo.

LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

Labor and The Teachers

By William Mahoney

Common Sense Suggestions
for Readjustment

A Lesson on Saving

By E. H. Kruse, Special Insurance Solicitor

The Chicago Joint Agreement Defended

By E. Harvey

Reply for Requests for More
Liberal Insurance

By W. E. Futch, Pres. B. L. E. Insurance

A Rousing Fifth Sunday Meeting
Penna Lines East

Cartoons by MacArthur

Vol. 55

MARCH 1921

No. 3

*This is
a good
proposition
for Journal
readers.
Send the
coupon.*

\$10 a Day for Spare Time.



Without investing a penny,
out giving up your present
tion, just by de
one or two hours
to taking order
Comer Raincoat
can make \$50 a week or

You need no experience.
Mills, of Illinois, stepped
a mine and his very first
profits were at the rate of \$
hour. Carl Rowe, a baker, c
up \$876 in one month. I'll t
some more records.

\$96 A WEEK GUARANTEE

Yes, I guarantee you \$96 a week for just four
orders a day. When you know that J. R. Watts to
orders in forty minutes in his first attempt at selli
thing, you can realize what a wonderful proposition

Fine Sample Raincoat Free for

We give our representatives their choice of o
coats to wear themselves and we furnish you with
of our beautiful new colors and our latest u
minute styles to show our customers.

All you have to do is show them and quote th
ishing low prices. I tell you who to go to and
what to say and do.

Thousands of people everywhere are waiting
representatives to call. Get the orders and big
waiting for you in your own home town.

Look at More Records of a F Representatives

W. P. Hearn started one evening and made \$12
hours. W. W. Smith's profit for a month, \$364
Wilson's \$431; D. C. Barnes' \$518; A. B. Spence
and W. J. McCrary, who puts in only a few hour
made \$5,218 last year. When these men make
money so easily, think of what you can do!

We Deliver and Collect

You just take the orders and send them to us
all the rest. You get your commission at once,
no delay—you are paid the day you take the order.

Grasp this Opportunity

Find out more about this wonderful Comer p
gives such remarkable values to customers and s
profits and quick pay to representatives without
ment. Act at once. Send the coupon with your
address. Don't delay and miss a life-time oppo

THE COMER MFG. CO.
Dept. Q-43 Dayton, Ohio

***** Mail This Coupon Now *****
THE COMER MFG. CO. Dept. Q-43 DAYTON, OHIO

Please tell me how, without investing any money
become your representative and earn \$50 a week
Also send me, without charge, your offer of a free
for myself.

Name

Address

When writing to advertisers, mention this Journal

LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED MONTHLY AT CLEVELAND, OHIO, BY THE B. OF L. E.

C. H. SALMONS, EDITOR AND MANAGER
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 55

MARCH, 1921

Number 3

* Labor and the Teachers

WILLIAM MAHONEY

President, the St. Paul Trades and Labor
Assembly

I esteem it a great honor and privilege to speak in behalf of the organized labor movement of St. Paul, in extending to the delegates to the American Federation of Teachers' convention a most cordial welcome to our city, and to convey to you our warmest felicitations for a successful gathering.

Your meeting in this city is a propitious event. St. Paul is fortunate in having a large and an aggressive body of her public school teachers organized into locals of the Federation, which is affiliated with the local labor movement. The advantages of this relationship have become fully manifest to all concerned. The benefits to the teachers, to the labor movement and to the schools from the organizing of our teacher element have caused us to look upon your body with high esteem.

The organization of teachers into a trade union, and their affiliation with other labor unions must seem shocking to those who have the conventional idea of the labor movement. It must appear to such as the abdication by the teachers of that exalted station that they theoretically occupy.

Organized labor is engaged in a higher mission; it has higher aspirations than merely to struggle for a little more compensation and for improved working conditions for its own

members. If it had no higher ideals and purposes than that, if that were its limitation, I, for one, would be disposed to abandon it as narrow and selfish; and would not be surprised at the attitude of hostility shown at the teachers' organizing and affiliating with labor unions. It would surely savor of a conspiracy inimical to the public welfare.

I am not decrying that aspect of the labor movement which seeks to better the material condition of its own members, for this part of the work is essential; but I do not think the prime mission of organized labor is fulfilled when this is attained. Other speakers have touched on the immediate and personal economic aspects of labor unions, and have shown you why, as a matter of self-interest, you should organize for better compensation and larger freedom. I am going to discuss another, and what I deem a vastly greater function, to which your organization must dedicate itself.

Organized labor has a great and vital mission. It aims to lead in the solution of the great problems of industry and society; and in this tremendous task it needs the support and sympathy of every element interested in and striving for this paramount purpose. No other class in society has the economic interest and the social obligation that labor has to advance and to emancipate the mass of mankind from poverty and dependency.

The beneficiaries of the existing order do not want any change that might imperil their privilege. So they struggle to prevent progress lest it weaken their reign of exploitation. They care

* Address of welcome at the fifth convention of the American Federation of Teachers, St. Paul, Minn., Dec. 28, 1920.

nothing for the ignorance, the poverty and the degradation of the common people, only insofar as it may menace their security.

Out of this sordid attitude of the rich has developed an anti-social and reactionary attitude that blocks the progress of civilization and throws on labor's shoulder the burden of carrying forward the banner of a better day.

This vast responsibility must be assumed by organized labor as an imperative duty if democracy in government and industry is to be fully realized. But labor is ill-equipped for the grave task. It is true it has numbers, but it lacks training and intellectual development. Before it can properly function as the vanguard of progress it requires discipline and mental training.

We are conscious of our shortcomings as well as we are of our urgent duty, and we are striving to equip ourselves for the pressing obligations that confront us. In seeking assistance in this crisis, we hail with keen appreciation the advent of the teachers in the ranks of organized labor.

You will see that our eager welcome is not wholly unselfish, for we look upon the teachers as a great saving element that will make the historic mission of the labor movement an assured success. We expect great things of the teachers, and we expect to be more than compensated for whatever may be done in the way of rendering immediate material assistance to them.

And I might ask, who better than the teachers are qualified intellectually to train, to guide and to lead in the cause of civilization? We feel that you will and can perform this vital work when you have been in some measure freed from the stress of economic distraction and academic oppression. Organized labor will pledge its fullest power to help in making you free, in return for which service the teachers must disseminate the truth and take a prime part in the enlightenment and emancipation of the toiling masses.

It may thus be seen that a twofold and reciprocal advantage accrues to the labor movement and to the teachers: better compensation and larger freedom for the teachers, and increased efficiency to organized labor to achieve its larger mission, the advancement of civilization and the improvement of the general welfare.

It has often been said of teachers that their contact with the practical world and an intimate first-hand knowledge with its problems that the labor movement cannot be other than of great educational advantage to them. This is true, and is one of the reasons that their organization and affiliation with labor will qualify them to lead in the march to full freedom of the race.

This is not a matter of theory or idle speculation. It is a practical fact. While the immediate and practical purpose of a labor organization is to take care of the economic interests of its members, its larger and more vital function is to educate and inspire the great mass of the common people to strive for a general improvement that will end the brutal struggle for existence.

The working people must solve this problem. It will not be disposed of by the beneficiaries of the existing order. They are interested in perpetuating it. The solution will come only by a broad understanding of the responsibility and opportunity of the working class.

This great duty rests for its successful accomplishment largely upon the teacher element in the labor movement. It is a great obligation as well as an honor. Their position in the present crisis calls for the highest type of public service. It involves the directing and advancing of the masses along practical and progressive lines in a way that safety and success will be attained in the shortest possible time. It will mean a departure from the function they have hitherto performed. They have been engaged in the defense of things as they are, because the politician and the plutocrat have been in control of education. The new independence will free the teachers from this blighting influence and afford them the opportunity to follow truth.

Here in St. Paul we have made a modest beginning along the lines suggested, and we hope to bring our ideals to full fruition within a short time. Our local teachers' federations have been of great benefit to the St. Paul labor movement and have by their work proved our hopes possible. It is my earnest appeal to organized labor all over the nation to exert the utmost endeavor to organize the teachers as the most important step toward emancipation.

Common Sense Suggestions for Readjustment

When every theory of price reduction is weighed, there is one simple human truth that has more persistence and force than all of them, and it is this: price reduction must be started by those who can stand it best. Those who have benefited by high prices during the past three or four years must be the first to cut down. And this description includes most of the established manufacturing and selling class.

There is a way to pull down prices by pulling down wages, and it has this merit in the eyes of certain members of the business class, namely, that it enables them to make their adjustments without taking a loss.

Reduce the wages, they say, and thereby you will be reducing the cost of production, and by the time the accumulated stocks of goods produced on the old schedules are gone, the prices can gently descend into a lower position.

It is a very good theory, with this exception—it leaves out of account the great producing public who must somehow live during that period when abruptly lowered wages will have to meet a very slow decline in the cost of living. That is, it is a very good theory for the man with money, but it is cruelly hard on the man who depends on his wages.

Everyone knows that though money has been plentiful enough during the war period, and the people had a sense of well-being because of the inordinate rise in their receipts from labor, the gain was not always a real one. Many people who resisted the temptation to extravagance were able to save something, but many others—especially those who lived in cities and rented their homes—found that even "war wages" did not go much further round than the old wages did.

Besides that, there was the mental distress of seeing an apparent gain on one hand being taken away by a very serious increase in costs on the other hand. To earnest people there seemed to be a sort of mockery in it—the promise taken away almost as soon as given. Of course, every lure was held out to people to spend their money wastefully, and this took what the high cost of living had overlooked.

Now, the question arises: If adjust-

ment will cause loss, as it certainly will, who ought to bear it? From a purely humane point of view, those who have the widest margin to turn around upon ought to bear it. People who have very narrow margins, or those who are just able to make both ends meet, ought not to be asked to bear the brunt of the burden.

There is no denying, however, that the lower level *could* be reached by a general reduction of wages, but it could only be reached at the cost of much distress—and there has been distress enough in the world since 1914.

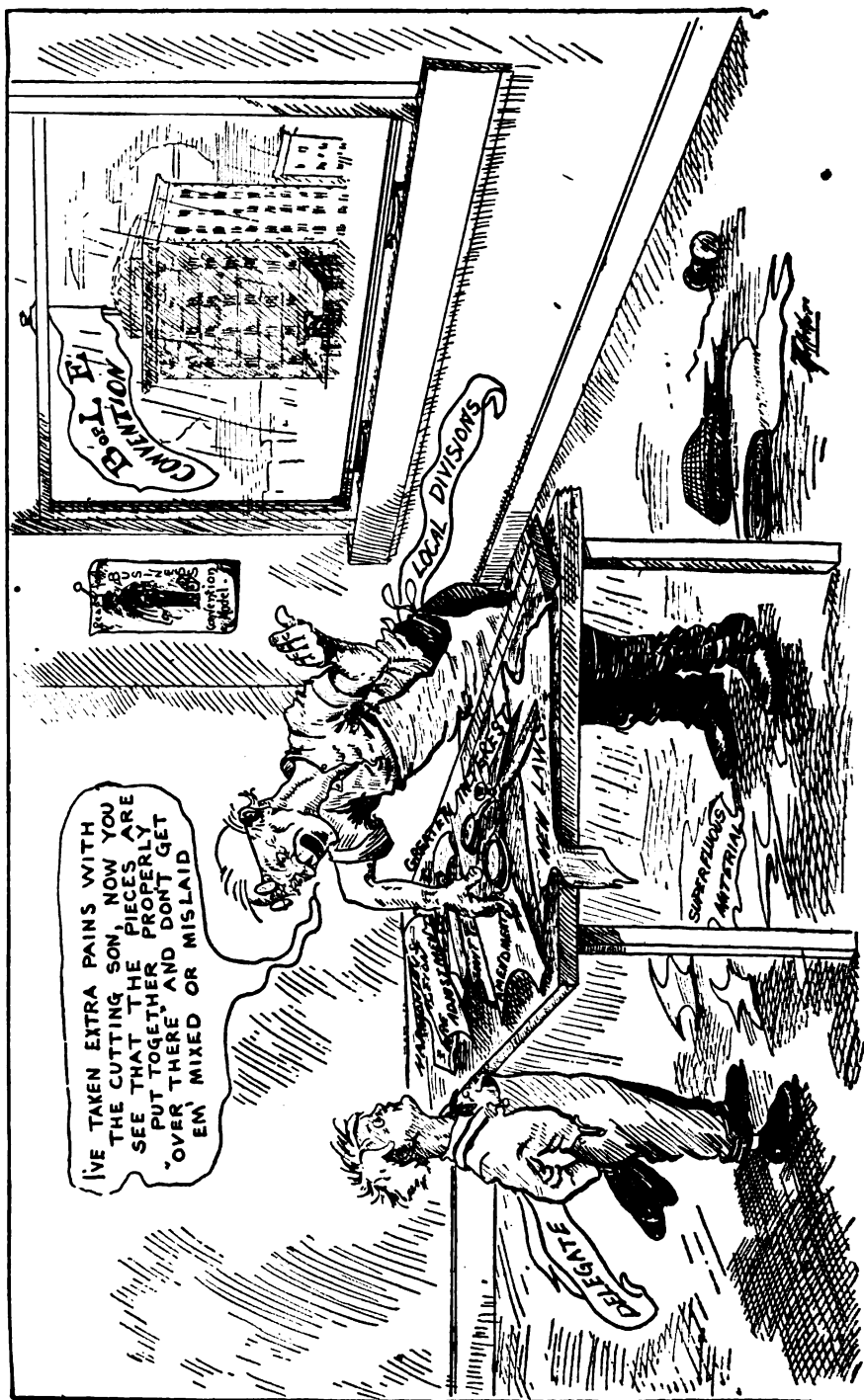
Cutting wages is the easiest and most slovenly way to handle the situation, not to speak of its being an inhuman way. It is, in effect, throwing upon labor the incompetency of the managers of business. If we only knew it, the present situation is a challenge to every manufacturer to put more brains into his business problems, to overcome by management what other people try to overcome by wage reduction. Management in the use of materials and labor is an important factor in costs anyway; a poorly managed business costs much more to run than a well-managed business and, of course, it is the public that pays for the poorly run business.

So that is the challenge today. Make better commodities in a better way; by doing so you are able to give the public more for its money and the workman more for his work.—*The Dearborn Independent*.

Why Not with Present Rates?

Railroad men and financiers are greatly pleased with the showing by Colorado & Southern in three months under the new rates. In that period better than 80 per cent of a full year's fixed charges were earned. As a usual thing, this road earns one-third of its year's net in September, October and November, so that in earning power, equivalent to better than \$12 per share for the common can be deduced from the latest showing. Since 1912 all of \$34 a share has been put back in the property from the earnings, while capitalization has been decreased fully 3 per cent. In the same period traffic density has increased over 50 per cent.

BOOST THE PLUMB PLAN



GETTING DOWN TO BUSINESS

CORRESPONDENCE

All contributions to our Correspondence columns must be in not later than the 10th of the month, although matter for the Links or Insurance Departments sent in before the 17th will be published in the next issue.

It matters not whether articles are written on one side of the paper or not, so that you have something to say that will be of interest to the readers, or of benefit to the Brotherhood.

Writers may use any signature they like with their articles, but should also give their name and address.

All communications to the Journal are subject to revision or rejection by the Editor, as he is held legally and morally responsible for same.

Humor

Like sunbeam in the pauper's room,
Will humor dissipate the gloom;
Like music from the vibrant string
Of harp, or notes the angels sing;
Or like fond mother's lullaby
At eve, when play-worn children cry:
'Twill soothe and spread its blessing rare,
And smooth the wrinkled brow of care.

Who humor lacks is poor, indeed;
Its absence oft is marked by greed,
Or by the sullen, changeless mood
Of bigot blind, or narrow prude;
By foes of love, by friends of hate,
Self-wedded to inglorious fate,
Who'd scatter ashes on the slide
Where happiness is wont to glide.

'Tis of a kind, and close of kin
To happiness; is also twin
To sympathy and friendship true,
Its boundless skies are ever blue;
'Tis present in the humblest heart,
It cheers ambition from the start,
And, as a garment sheds the rain,
It lightens poverty and pain.

'Tis our best antidote, if stung
By scandalmongers' vicious tongue;
Makes light the tyrant's cruel task,
From sham importance tears the mask;
'Mong Nature's many gifts you'll find
None of more value to mankind,
And find, if history you trace,
'Twas ever mankind's saving grace.

JASON KELLEY.

Food for Serious Thought

Here is a little history which will illustrate a point of much interest to our membership, as it will serve to show that there are times when reverses will come, and that we should provide means with which to help our members to meet these reverses through the force of our Brotherhood, to which every member through his financial and loyalty contributes his share, and that share is the equal of every other man's

contribution to the success of the Organization. Don't think, Brother, that what I am going to say, that the Brother I am going to use to illustrate, could not be you. Whether it is you or someone else is a matter of accident, and accidents should be provided against where possible.

I am going to call your attention to the case of a Brother who, having lost out running an engine, just as anyone is liable to, and took a job inspecting engines. He held the position and was getting along well until the job of inspecting was taken away from the engineers and given to the firemen. I met this Brother recently and he told me with tears in his eyes that the inspection job had been taken away from him, and being past the age when he could get a job running an engine, he was simply down and out, and were it not for his children the time would not be far away when he would be without a home.

This Brother was one of the most loyal I have ever known. He paid his money for years to support the principles the Organization stood for, carried a \$3000 policy, which, of course, does not help the situation for him, and now, though perfectly able to inspect engines, he was compelled to step aside for others who by every rule of fairness had far less claim to the job than he.

It seems pretty tough that a man like Bill should meet this end after serving so faithfully all his life. Of course, his children are loyal to him, so that neither he nor his wife will want, but he should be better than a dependent, for after a life-time of faithful service he should be able to enjoy that independence which is the desire and the right of every right-spirited man.

We have always heard the slogan, "Protect the old man," but here is an instance where he was overlooked, and it is not a very encouraging outlook, that when a man must step down and out of the service of running an engine, either on account of an act of discipline or failing strength, that he must become a common laborer or, worse still, a dependent.

This is but one instance. There are many more, and this is all food for serious thought for engineers, any of whom may some day find themselves in the same plight.

A BROTHER.

Too Many Classes

I have read with much interest the various articles published in the JOURNAL relating to the Chicago Agreement, showing the dissatisfaction which existed among the engineers in the different classes of service. I believe it is the duty of a member having any ideas to offer to better the conditions of the engineers to do so through the columns of the JOURNAL, just as I am now doing.

I will say for the extra engineer that he should be permitted to make at least 3000 miles per month, and though I think the Chicago Joint Agreement should be abolished, I am in favor of a mileage limit. I think also that the freight limit should be increased to 4000 miles and the passenger limit fixed so the pay of freight and passenger men would be the same.

One fault of the present system of regulating the earning power of engineers is that we are creating too many classes as to earning limits while still retaining a uniform rate for dues. That does not seem fair. If I hire a carpenter to build a house for me I pay him the union scale for each day whether he is putting in windows, laying floors or merely fixing sawhorses with which to work. The same applies to all other tradesmen, and why not to the engineer?

M. J. ZEYEN.

Bro. J. A. Culp

LAUDED BY GOVERNOR FRANK O. LOWDEN

The following letter from the retiring Governor of Illinois, Frank O. Lowden, will no doubt be appreciated by all of Bro. J. A. Culp's friends. While they regretted losing him as leader of the Illinois State Legislative Board, they will be pleased to know that he is still serving the workingmen in the position he now holds, and as faithful to his trust as when chairman of the Illinois State Legislative Board. It was while serving on this board that Brother Culp showed his ability to accomplish big things as well as take care of minor details in which his co-workers were interested. During this time he often had to meet with the Governor on questions concerning the welfare of our Order.

The Governor, being a friend to labor,

saw fit to appoint Brother Culp as a member of the Industrial Commission, whose duties are to administer the Workmen's Compensation law. The records will show that he has had more review cases, a less percentage of appeals to the courts, less reversals by courts, than any member on the commission, all of which is evidence we have the right man in the right place.

All labor organizations in the State have petitioned the new Governor to retain him in this position. At this time indications are that their petition will be honored.

Brother Culp is a zealous worker and just such a man as our Brotherhood should be proud of. The following lines from the ex-Governor will show his appreciation for the valuable service he has rendered:

My Dear Mr. Culp:

As we are soon to terminate our relations in an official capacity, I feel that I cannot thus part from you without giving some expression to my appreciation of the valuable assistance you have rendered me while we have served together.

Your work as a member of the Industrial Commission has been of great value to both employer and employee in Illinois. You have been a faithful and devoted public servant and I thank you for what you have done to help make a success of this administration.

With all good wishes for your future,
Very sincerely yours,

FRANK O. LOWDEN, Governor.

The members of our Brotherhood in the State of Illinois surely appreciate the action of the Governor in appointing one of our members to so responsible a position, and our best wishes are with him in any of his future undertakings.

C. E. LONG, Div. 460.

Just a Few Words on the Chicago Joint Working Agreement

I watch my JOURNAL closely for articles on the Chicago Joint Working Agreement. I notice in the January issue of a Brother from Div. 494 with system rights covering 4000 miles of track.

Brothers, just think of the injustice of an Agreement that will cause a man

to pack his grip, leave his home and family and go tramping over 4000 miles of track looking for a job, and after he finds it it will most likely be a switch engine, or the extra list, and after he pays board and room and keeps his family at home he will not have enough left to pay insurance dues.

The Agreement would be all right if applied properly, that is, applied to the men that work off of each extra board, and when he couldn't hold any running off of that board he could take firing and not be chased all over the system.

The mileage limit is a good thing, but the extra man should be allowed the same mileage as the pooled crews, as their expenses are just as heavy.

MEMBER DIV. 117.

This is "Telling It to Them"

The following letter was sent to each member of Div. 167 by its energetic Secretary and Treasurer, Bro. George W. Duge. We are publishing same, as we believe it will apply to some other Divisions just as well as to Div. 167.

EDITOR.

At our last regular meeting I was requested to write a letter to every member of our Division and see if I couldn't inject a little "pep" into our members. Now, my Brother, the first thing I want you to do is, get out your Constitution and Statutes of the Grand International Brotherhood of Locomotive Engineers (now don't say you haven't one, for I mailed every Brother one), and read Section 43, page 37; Sections 44 and 45, page 38; also Article 8 of the By-laws governing the sick benefits. These articles are going to be lived up to.

Now, my Brothers, there are a number of ways to help build up a Division, and there are also an equal number of ways to prevent its building up, among which are the following:

1. Don't come to the meetings.
2. But if you do come, come late.
3. If the weather doesn't suit you, don't think of coming.
4. If you do attend a meeting, find fault with the work of the officers and other members.
5. Never accept an office, as it is easier to criticise than to do things.
6. Nevertheless, get sore if you are

not appointed on a committee, but if you are, do not serve; just say you haven't the time.

7. If asked by the Chief Engineer to give your opinion regarding some important matter, tell him you have nothing to say. After the meeting, tell everyone how things should be done.

8. Do nothing more than is absolutely necessary, but when other members roll up their sleeves and willingly, unselfishly try to help matters along, howl that the Division is run by a "clique."

Div. 167 has been in a rut and we want to get out of it. Put your shoulder to the wheel and say, "Let's go, boys," and boost our membership. There is lots of material and good material over on our road that should be in Div. 167. Am I right?

All you have to do is "be a booster," not a "knocker." Throw your hammer away; there is no use for it.

As a gentle reminder, pay your dues promptly, and don't say, "Oh, Kelly or Duge will look out for me."

Paste this one in your hat: We meet every second and fourth Sunday mornings of the month.

Hoping to see a large attendance at our next meeting, I remain,

G. W. DUGE, S.-T. Div. 167.

The Closed Shop

I am still interested in the above subject, and now that the policy of many is to establish the open shop it seems to me that it is a good time for all organizations in railroad service to take the position for a closed shop. Are we in proper position to fight an open shop when we are parties to one ourselves?

I would change the law requiring an engineer to wait six months before being eligible to our Order. We work on an engine with a fireman for from three to ten years and live beside him and then when he is promoted we make him wait six months more before we offer him membership. I would give him a petition the day he is entrusted with a locomotive as an engineer. Can anyone offer any good reason why we should not?

I would change the laws and admit all engineers to our Order if they are morally fit, and if they are not morally

fit then they are not morally fit to handle the property of the company nor the lives of the public as engineers. I would let in the men who are above the age limit and let them pay in their Local, Grand, and General Committee dues, but deprive them of any part in the Insurance and Pension Departments, and after we give them all a chance to belong, then set a date when we can say to the managements of the country, "Men who are unfit morally to work with us as union men are unfit to work for your railroad."

If the four train orders would do this and the Trainmen insist that a man, when promoted, at once get into the Conductors, and the Firemen do so with the Engineers, then our troubles would be over to a great extent.

The writer is against any policy that allows an engineer to take all the back pay checks and all the benefits that we as union men are paying for and then stand on the street corners and say, "To hell with the Orders."

This is what one recently had to say here in our midst. I say, give him a chance to get in and if he refuses, then refuse to work with him.

What do you say?

G. W. SMITH, Div. 56.

The Chicago Agreement

I have read all that has been said about the above subject in the recent issues of the JOURNAL and am of the same opinion as I was at the last convention, and I stated at that time that the then revised Agreement "was unfair to engineers." And I feel that if the delegates at the coming convention do their duty to the men at home they will abolish it.

If we need a mileage limitation, then I suggest that at the coming convention the delegates elect a committee of, say, twenty representative men from different parts of the country and let them recommend mileage limits, both maximum and minimum, for each class of service.

I further suggest that the convention elect a similar committee to formulate a national schedule of pay.

We now have the same rates of pay for the same class of power, regardless of where operated, and many of the so-called "red apples" that once appeared

in different schedules have been trimmed off by the elimination of "all arbitraries and special allowances," and why can we not make one schedule for all lines and submit it to the general managers and go into conferences with them? And if we cannot agree with them, then the matter would have to be submitted to the Federal Board, just the same as we will have to do on each individual line, and, to my mind, once we get such a contract, then the future handling of it would be much easier than at present, when we have from ten to fifty General Committees in session all the time and the men at home paying the bills.

If we do this, then what will we need with the Chicago Agreement?

The writer was favorable to the hiring clause in the revised Agreement, but recently he was present at a meeting with the spokesman for the vice president on this line and heard him say, "We will not hire any men from other lines, but will hire our own men only from one division of this railroad to work on another division of this railroad."

Now, suppose they all do that, then what good is the hiring rule? And the policy is to promote men on all divisions, many more than they need to run the trains with on that division; in one case reported there were 28 engineers back firing and they had ordered in for promotion a class of 20 firemen. If the hiring rules means this, then the Agreement is nothing more or less than an "incubator for paper engineers."

And, above all else, the real cause for disagreements is the fact that the firemen elect engineers to represent them, and when we meet we find two committees of engineers, one composed largely of old engineers and the other composed largely of young engineers, and each working against the interest of the other. Think of a committee working jointly, composed of 47 men and 40 of them engineers trying to make a schedule for engineers and firemen.

Let me give an actual condition on this line under the Agreement (mileage clause). Brother Helwig, member of Div. 629, running a turn-around mixed run between Mt. Pleasant and Keokuk, Iowa, with several hours' layover at Keokuk (the turning point), is forced

when he has in his 3800 miles conductor that he pulls gets addition to his regular pay for express and baggage and runs the miles in a month and draws pay car \$31 to \$38 more than Helwig is allowed to draw, and a man by being allowed to run the miles draws within \$2.53 as Brother Helwig does, and when he talked to the brakeman he was in the service as brakeman nine months, and Brother Helwig in the service for thirty years. Where is the justice?

G. W. SMITH, Div. 56.

What Each Tub Stand Upon Its Own Bottom

part of the Chicago Joint Agreement, Article 1, Paragraph (a), where "and conversely the right to read and interpret contracts, rules, and working agreements shall be in the Locomotive Firemen and Engineers," would alone be sufficient membership on our little road, C. & W., to abolish the entire contract if opportunity were given. Formerly the engineers here had no say in their settlement providing the firemen had the right to the position of hostler, but the Chicago Agreement supersedes that arrangement, taking away that right. Recently we had several runs taken account of depression in business which compelled engineers to take pay from home, when if they had been taken the hostling jobs at the same terminal they would have been left off financially and every day, and these hostling jobs were being taken by young men who had but little experience and similar cases the firemen were very prompt to demand the same. As the Agreement be enforced. They are not so urgent, however, the matter of enforcing observance of Article 11, as this sets them back. There is another fault in the Agreement that works against the engineer, and that it does not give him for his standing in the service. It appears that he was hired before 1918, at which time the Agreement went into effect. The best features in the whole Agree-

ment are the rules governing mileage limitations in the various classes of service, but let me ask, could not the B. of L. E., the pioneer labor organization, provide for proper regulation of mileage itself?

I hope that our delegates to the coming convention will go instructed to proceed along the lines provided in Article 15 and annul the Agreement, for it has been fully proven that it is better, for us at least, that each tub be made to stand on its own bottom.

HOMER H. FLETCHER, Div. 11.

After Getting an Eye and Ear Full

I have been reading the journals of the B. of L. E. and B. of L. F. & E. for the last few months. Both have some very interesting and useful letters in regard to the Chicago Joint Agreement in all its different applications to the engineer and fireman.

This Agreement has been the cause of more of the engineers in the Firemen changing their opinion in regard to the Engineers as a Brotherhood than any other thing that has happened in the last twelve years. This I know, as I, myself, was changed by this medium, and I am not alone on my own division, and draw my conclusions about other divisions by what happened on this division.

Some have been considerably conspicuous in their statements, being, if I may make the assertion, a wee mite too radical in their views of the Agreement.

Just a minute—American fraternalism is coming to the parting of the ways. On the right is the road that leads to Fraternal Democracy. This road has some heavy grades and a higher degree of skill will be required to drive on it, but it will bring us out into Peace Valley.

Let us therefore be careful and weigh very carefully what our elected and natural higher officers of the Brotherhood may say or do, as they, by their experience and ability, are far beyond what we will probably ever be.

For the love of "Pete," men, isn't 38 days a month enough for you to work? You have to put in some of the extra eight days in the night to do it, either in overtime or by doubling the road. The passenger men with their 4800

miles, is just 30 (eight-hour) days; you know what you make. If you want more money, hop to it, but don't increase your days or hours of labor, which is just what we have been successful in reducing, and for which we may have the bitterest fight of our Brotherhood's existence in holding.

For the benefit of some who may be influenced by what they read, will say: In regard to the seniority rule, it is not in jeopardy, as the cry that comes through the letters is just from someone who has had his own way and has been making from 40 to 60 days a month, and the Chicago Joint Agreement stepped in and has given them a longer lease of life, whether they like it or not, and further, has been relieved by some extra man from off the extra board, who wants, and is entitled to, a fair division of the work; this he calls being bumped by a younger man or losing his seniority.

So far as making a man lay off, if he has been off the first of the month, will say that this rule has been stretched on this division, and all men have never been asked to add this absence to their mileage, no difference what they layed off for. And some who have been off for months there is never a whisper until he shall have made up his discrepancy. We work under the principle that all men are brothers.

Let me say that if you want to read the rest of my argument, get the Locomotive Engineers' JOURNAL for January, 1921, pages 19 and 20, "A Plea for Co-operation," by A. A. Swartz, Div. 358. I want to extend my hand of fellowship to you, A. A. May we some day meet.

Div. 289.

Something from Div. 704

Div. 704, located at San Rafael, Cal., is a little isolated from other Divisions, but I can safely say that the sentiment of our members is at least 95 per cent opposed to the Chicago Joint Agreement. We cannot see any good in it for the engineers who are members of the B. of L. E., in fact, only the fireman benefits by it, as they do in some other respects at our expense since we have given away some things we used to have. The only thing in its favor is the regulation of mileage, but we should not need the help of the B. of L. F. & E.

to do that, as these "entangling alliances" are productive of confusion. That feature of the Agreement which provides for the hiring of engineers means no good for the engineers either. We had a fifty-fifty arrangement here before the Agreement was adopted, and I will say that if our men had a voice in the matter that Agreement would not be operating on this road today.

We cannot see the fairness of being told when to lay off, whether it suits our convenience or not, or requiring us to report daily our total mileage to the superintendent of motive power, and be continually reminded by the General Chairman that "this mileage will be closely watched"; also calling our attention to the B. of L. E. Constitution and our liability to expulsion if we fail to live up to the Agreement. I never dreamed that such a condition as exists here could be possible (for we are not only made to pay for the experience, but are forced to submit to it under threat of expulsion. I have had a member of the B. of L. F. & E. tell me the Agreement was for the benefit of the firemen and he could not understand why the engineers ever signed it.

G. W. KINDRED.

Let Us View the Question from All Sides

The Chicago Joint Agreement has received very wide discussion through the columns of our JOURNAL. We must therefore concede that the subject is a live issue and as such should be given our whole-hearted and unprejudiced attention. It is of no avail for one member to say that the Agreement is faultless, and on the other hand for the opposition to say that it is all wrong. It has some good qualities, but parts of it are unjust in its manner of application and should be corrected.

One illustration will verify this statement. A regular chain gang or pool engineer is allowed by the Agreement to make 3800 miles per month. About the 20th of the month he has made his mileage, and has about ten days left, which time is completely his own. We will concede that this part of the Agreement works well—sufficient mileage and a much-needed rest period.

But, on the other hand, we are not all fortunate enough to hold a regular chain gang or pool turn. In fact, those

do not are in the majority and doing on more irregular work. The engineer is the extra engineer. His total mileage is set at 3000 miles. He must devote 30 days a month to 3000 miles less than the regular gang engineer can make in 20 days. His whole time during this period is allotted and subject to a call any night or day. He has no time that he can rightfully call his own. If he makes 2600 miles a month within 30 days, he must be contented. The foreman will be right there to see there are no reductions made as the extra engineer makes the allowance. Extra boards are in order accordingly, and the oldest extra engineers are made to bear the burden. Some of these engineers, with as much years' railroad service, find that the place of being benefited, they are in a state where it makes it necessary to devote 30 days a month, 2600 or more than 3000 miles. They have no time that they can rightfully call their own. The extra board is full, and should an extra engineer be off a day, chances are that he cannot make his minimum mileage. We expect to maintain this Agreement if we want to hold the interest of our members and gain new members, correct the injustices this Agreement has wrought. Otherwise, if the dissent continues, due in a part to the workings of the Chicago Joint Agreement, we can hardly expect the co-operation of our members who have expressed their disfavor, and have a right to expect a correction of an injustice has been done.

MEMBER DIV. 733.

Do Your Duty, Brother

You realize, Brothers, how necessary it is for you to attend your Division regularly in order that you may be posted on the work being done as well as help do it? You know the best results can only come through cooperation, for you cannot co-operate gently if you are not familiar with what is going on.

You can put your whole heart and soul into the work of the Division without any fear of violating any rule of friendship or fair dealing with your

associates, or your employer. You meet with your Brothers on an equal footing in the Division room, and in meeting there with others to discuss ways and means to better the condition of the members you receive an education that is valuable to you in many ways, chiefly in that it trains you to think and speak, and is a strong influence in the shaping of your character, all of which makes you a better railroad man as well as a better Brotherhood man.

What you get out of this Brotherhood depends very much upon what you put into it in effort and loyalty. Its power for good is almost unlimited. It is more than 56 years since the B. of L. E. was founded and during that time it has improved the working conditions, the wages and the character of the engineer, as well as showering its gifts of fraternal benevolence with a lavish hand upon the widows and the orphans of our departed Brothers.

Our lives are rounded out and made rich with friendships that have come to us through the influence of our Brotherhood, and the spirit of good will and co-operation which it encourages and which has brought us so much success. So let us not feel that we have done enough, but be true to our obligation to continue to do our best and strive to spread the light of fraternity so the future will crown our efforts with even greater success.

W. J. EDWARDS, Div. 293.

Strikes and Lockouts Might be Ended by a Changed Attitude Toward the Public

Sir: The recent discussions about the handling of the industrial situation has prompted saying something about what brought the organizing of Labor about and it is important that the public should know at least some of this history so that they may be informed, thereby relieving Labor from some of the responsibility. It seems to me that Labor was justified in the early days in trying to bring about better pay, seniority rights, and abate lots of useless abuse.

There was a time (and I lived and worked in that time) when railroad men had not rights that any official seemed inclined to respect. These officials, particularly the "petty officials,"

had a power which they abused. Their greed to make a showing over some predecessor or their desire to get even with some subordinate who had spunk enough to demand decent treatment or at times deny priority rights in order to give some jay unmerited promotion because he had a classy wife, brought about organization.

SUPPOSEDLY INTELLIGENT MEN ABUSED POWER

Justice was really and truly blindfolded. Slavery was not abolished by the proclamation of the great and immortal Lincoln. Labor got but little of the wealth that Labor produced in any line of industry, hence the organization of every class of craftsmen in the early day. Intelligent men or men supposed to be intelligent had a power they sadly abused. Whether they had the brains they were supposed to have or not, they were not far-sighted enough to see that the worm would turn after a time.

Things have changed; the power now is in the hands of the workers and a large majority of the craftsmen do not get the real meaning of the word justice. If intelligence in the past abused its power, what can be expected of a power that does not realize the true meaning of the word justice, a power that is not controlled by the best element in its membership?

For years Labor has been trying to better its condition by striking or through demanding changes that would give "more people work." No one blames Labor for its discontent, but for the means employed to correct the wrong. Every strike means a slow-up in production, trying to get more by producing less. Now this method was not entirely confined to Labor. Capital has tried to get more by limiting production and forcing prices up. Both may have had a temporary success in individual cases, but in the end it led to disaster. Each raise in wages led to a higher cost in production, which was added to the cost of the product which the consumer had to pay. Labor being the heavier consumer, was hit the hardest.

HUMAN SIDE ALL IMPORTANT

Having experienced the effect of both extremes, it seems there should be a medium somewhere that would eliminate the bad effect or at least help to do so.

In the past experience, whether it was through the unfairness of the employer or the worker, the public has been the goat and the public in either case has not been allowed or had a chance to get the facts and the facts are what they need that they may form an opinion.

Strikes and lockouts occur not from the truth but from the distortion of the truth, and the truth is that here is only one side of the industrial problem and that is the human side. We should have an industrial democracy rather than a political democracy. The worker should put himself in a position with the public that the public might become familiar with his side of the question. This might have the effect of sweetening the public mind toward the worker and might result in a fairer adjustment of troubles. It might eliminate the strike and the boycott and save the wages in the time lost to the striker or the time lost by a lockout.

INDUSTRIAL COUNCILS WORKING

Surely our experience on the whole has proven there has been nothing gained by strikes or lockouts. Why not organize industrial councils? Something on this order is being tried out in other parts of the world with symptoms of success; why not here? If the worker will co-operate with the public, the public will help arrange things so that the employer will be glad to co-operate with the worker. The employer will soon become convinced that his interests will demand it.

There are other problems to be solved than the wage question, which, when solved, will properly adjust the wage and hours of work question. Do not clash and fight, destruction and idleness are the enemies of labor. Labor deserves well of all men. Labor is construction. Labor is life. Labor should use tactics that preserve construction and life. Let the public have the facts, public sentiment will take care of it. A long, a hard pull and all pull together will produce prosperity.

J. W. KNOWLTON, Div. 155.
Decatur, Jan. 12, 1921.

Some Mistakes We Might Correct

The time for holding our convention is not far away and though we already have good laws and rules there is al-

m for improvement. One of the important matters to come at the convention will be the Chi-
 eement. Some are in favor of
 for my part, I am bitterly op-
 it. By that Agreement we
 ly yielded to the firemen the
 un our boards and restrict our
 earnings.

ditions are the same every-
 here, and even if there were
 men promoted for the next ten
 would be impossible for an
 out of a job to get another one.
 enough firemen here who have
 moted and permitted to run
 gh to establish their seniority
 y Brother out of a job getting

e let a bird escape from us
 lost the hosting jobs to the

This work would be fine for
 engineers and Brothers barred
 n-line work. It is hardly to
 ed that the extra man should
 much time as the regular man,
 should be permitted to make
 es, as near that of the regular
 possible. I also claim the regu-
 should be permitted to make
 time as he is physically able
 with safety and, anyway, what-
 lations there may be to govern
 at respect should be made by
 , as we are very well able to
 ur own affairs. The men here
 nger and all regular runs are
 tly within the limit, even if it
 e up, and it often happens that
 who replace them make much
 in the maximum mileage.

r matter I would like to see
 y this convention is the watch
 n. We are tamely submitting
 m of graft—as conducted in
 ces—that amounts to several
 ollars annually, for there is no
 are often required to pay for
 pairs that are not done. I
 ecommend that the railroad
 s pay for the upkeep of our
 or that they furnish same and
 miners more conveniently lo-
 an at present to look after

say hello to Div. 547 also and
 we don't hear from them occa-
 through our noble JOURNAL.

T. L. SWEARINGEN, Div. 788.

One of Our Greatest Problems and a Solution for It

It is with much interest that I have
 read the many articles in the JOURNAL
 from all parts of the country and from
 both young and old Brothers relative
 to the Chicago Joint Agreement and
 the general trend toward discord among
 the members of the B. of L. E. and the
 B. of L. F. & E.

Nearly all of these Brothers have
 advocated harmony and co-operation,
 but up to date I have seen very little
 about what, in their opinion, is the real
 cause of the present discord or of a
 remedy for removing it. The old say-
 ing is, "There is a reason for every-
 thing that happens," and there is no
 exception in this case. We must also
 bear in mind that the B. of L. E. has
 made a few mistakes as well as other
 orders, but it is not always a crime or
 even a cause for censure to make a
 mistake if we learn a valuable lesson
 thereby and do all in our power to cor-
 rect it.

It has been truthfully said that years
 ago we used to ask the railroads for
 the same consideration for our firemen
 that we did for ourselves, and it is
 equally true that up to the present day
 a very large majority of our engineers
 think a great deal of their firemen and
 are glad to do anything for them. I
 can well remember when the B. of L. F.
 was organized and Lodge No. 26
 did not have very many members when
 I joined them. I can also remember
 that Div. 176, B. of L. E., in which I
 have held membership for 33 years,
 gave them the free use of their hall for
 the first few years and helped them in
 every way they could. In the course of
 time the B. of L. F. changed from
 a social to a labor organization. A
 short time after that the leaders of the
 order began to use their influence to
 keep their members from joining the
 B. of L. E., as not all of their members
 who joined the B. of L. E. felt able or
 were willing to keep up their member-
 ship in both orders. Finally the B. of
 L. F. added the E. to the name of their
 order.

The above action on the part of the
 leaders of the B. of L. F. always seemed
 to me to be an attempt on their part to
 undermine the B. of L. E. for their own
 personal elevation. But there are men

in all walks of life that are so selfish as to be willing to step on the best friend they have in the world if by so doing they believe they can elevate themselves.

Of course, this attempt to shut off the life blood that must naturally flow in the B. of L. E. in order for it to continue to exist was met by a bitter protest from the old engineers and I remember that many of the rank and file of the B. of L. E. felt about the same over this matter as they would have had someone been trying to break up their families, and called for some sort of action in retaliation. The principal action taken at that time was to refuse to admit or initiate an engineer into the B. of L. E. who was a member of any other labor organization (which included the B. of L. F. & E.). To my notion, there is where we made our greatest mistake, and while the law has since been changed, in my judgment it has never been carried far enough, or in the right direction. Instead of refusing to allow the members of the B. of L. F. & E. to join the B. of L. E. we should have gone to them and offered to allow them as an order to join with the B. of L. E. in one consolidated organization. Agreeing to so change our laws that the firemen would become first degree members, which would entitle them to the insurance and all other benefits and privileges they were enjoying as firemen, such as holding their own meeting and settling their own firemen's grievances, etc. After a first degree member had been promoted to an engineer a stated length of time he would be eligible to the second degree, in which he could enjoy all of the privileges of the Order. In case the representatives of the B. of L. F. & E. would have refused to do this, then the B. of L. E. should have changed their laws as above stated, to be a two-degree order, and proceeded to initiate the firemen into our Order as fast as they were hired and became eligible.

Brothers, what do you think about this proposition? Is it not this two-organization proposition in the same line of work that is responsible for nearly all of the strife, discord and lack of co-operation that we have to contend with? Nearly every man who goes firing expects some day to become an engineer. In fact, that is the way about

all of the engineers are made, and as I said before, we made a mistake that we did not see this and so change our laws as to give our firemen the protection and benefits of our Order in the first years of their service, the same as we have always given them instructions, counsel and advice in their work with us. Personally, I do not think it is yet too late to correct this mistake and I believe some action should be taken on this matter at our coming convention. I believe it is a duty we owe ourselves as well as the future welfare of the B. of L. E. to take action along the lines indicated here, because we would all gain in the more harmonious co-operation that would result.

HENRY H. TINKHAM, Div. 176.

Let Us Handle Our Own Business

Contention is being made that Article I of the Chicago Joint Working Agreement provides amply for the Engineers to take care of their own business, and while we admit it does pretty well as far as it goes, with the exception of giving the hostling service to the firemen, it does not go far enough.

Fancy being required to ask the fireman if you can give her a notch out on the road, or if he don't think you ought to commence to apply the brake when approaching a railroad crossing, before you would be permitted to do either; how would you like it, in other words, being required to consult with the apprentice boy on how to handle your own work or business? It certainly would be humiliating and degrading, and our members would not stand for it very long.

In our opinion this is practically what is being required of us when we are compelled by this Agreement to go and consult the apprentice boy as to whether or not we ought to put an engineer on the extra board or take one off, and it is just as unreasonable and ridiculous as consulting them about handling an engine, and we think that this is one of the main reasons why this Agreement is so objectionable to 90 per cent of our membership.

Article I should state further that the Engineers will handle all matters pertaining to engineers, and the Firemen all matters pertaining to firemen, with a proviso that if an engineer who

to the Firemen desires to have complaints handled by the Fire-committee, he will be permitted but have it distinctly understood that the Engineers will regulate extra pools, runs, etc., and we will consult them before doing so. The same thing applies to Article 10 (c), of the Agreement, which gives General Chairmen to handle disputes together. The engineers have the load and the other fellow has the benefit, and many times the engineers lose out by the unfair method of the other fellow, where if handled by you you would have a fighting chance. They never think of handling disputes or schedule violations, for, if they recently expressed it, it does not bother them, for they know the engineers will handle them anyway, and however the engineers get out of these controversies they will get anywhere. Why should we have to carry this load? In handling time and schedule violations, we all know there is nothing that aggravates a man more than a time and schedule violation, and especially if they are the least technical, we leave those for the engineers, and when through with these, we know about how much chance you have of receiving a little leniency for a brother who is in trouble; the other fellow has taken hardly in the controversy, and when we give him leniency, because so far he has had anything to handle, he will get consideration for his case. There is no fair to such a game, and we are not of sacrificing our interests

for any reason why Section (c) of Article VII should be abrogated is the fact that is being made out of it by the fellows. They do not hesitate to let a young runner he should stay in, for this article provides that the Firemen must work together, and get into trouble both General Chairmen will have to handle his case without getting the benefits of the B. of L. E. just the same as if he belonged to the B. of L. F. & E.; if he dropped the Firemen he would practically have only the benefit of the B. of L. E. This kind of proposition is keeping a great many young men out of the B. of L. E. and we

sincerely hope this dual Agreement will be abrogated or at least modified, so that each organization will handle its own affairs and take care of its own members separately.

We realize we have got to have some kind of mileage regulations, and believe the present mileage regulations are fair with the exception that extra men should be permitted to make the same mileage as pool men. But in our opinion it is unfair to count an hour's overtime as representing 18% miles per hour. Supplement 24 did not increase our mileage per hour, in our opinion; it is still regulated as 12½ miles per hour for 100 miles or more. Supplement 24 simply increased the rate per hour, and not the miles, when we were granted a rate at time and one-half for overtime, and it is unfair to our freight men to figure an hour's overtime at 18% miles an hour and figure their mileage on that basis.

With these modifications, I believe mileage regulations should stand as they are, as we must have some kind of regulation to hold down some of our members, but we must not lose sight of the fact that if we get the mileage too low and our members are compelled to lose from 10 to 15 days a month to comply with regulations, when asking for increases the managers will contend that if our men were allowed to work more during the month they could make more money and would not need an increase, so believe if modified as above, we have reached the happy medium as far as mileage is concerned.

In concluding wish to say, can see no reason why we cannot abrogate this Agreement and still retain mileage regulations and handle our own business without having to ask the other fellow before we do; and this certainly can be done without causing any hard feeling or strife between the two organizations if they are inclined to be fair, and if they are not fair we do not want anything more to do with them. They have got just as much to lose as we have by internal strife and dissension, and just as much at stake as we have, and do not believe we can afford to listen to the hue and cry that we cannot afford to hurt their feelings at this time. We have already heard that cry to our sorrow, and how long are we going to have to put up with such prop-

agenda before we can muster up enough courage to handle our own affairs?

I trust you will find at least something in this list that will help the cause and be considered worthy of space in the JOURNAL. MEMBER.

Remove the Wage Limits

As the delegates of our Order will soon be assembled again to revise some of the present laws and frame new ones to govern for the coming three years, I think every Division should send its delegate to the convention instructed.

Our grand old Order has made some rapid strides in the past few years and accomplished things of which we may feel justly proud.

We are proud of our insurance, both life and indemnity, proud of our pension, proud of our home and our banking institution, and proud of our Order in general, and are ever ready to defend the principles it teaches. We defend the ones that are right because they are right, and those that are wrong because they are on our statute books and must be obeyed until they can be corrected. We have one, though, which by all means should be wiped out at the coming convention and that is the Chicago Joint Agreement. We have had more dissatisfaction, more distrust in the Order and more ill feeling between our members and the firemen in the last three years than in all the time that I have been a member of either Order, and I believe that were it possible to work the Chicago Agreement with justice to all it would still be a thorn in the side of both Orders and act as a chip on the shoulders of both engineers and firemen.

I say if it were possible to work it with justice to all, which it is not, for a number of reasons which are met with excuses from the company, chiefly of which is this one. When business is good and men going steady, the engineers are the first to be pulled off, and by the end of the month they are short of firemen and the results are that some of the men go ahead and work regardless of their mileage. We had one case in particular where the engineer was pulled off of his pool and when he went back to work the first of the month his fireman had never been taken off and boasted of having made more than the engineer, and it makes no difference

how hard our committee tries to do the right thing, the engineer is in all cases the goat.

Some say that the Agreement was made in order to prevent big pay checks which the railroads could use as a club to prevent wage increases. Well, I cannot conceive of any way that we could furnish them with a bigger club than the Chicago Agreement gives them, for it seems to me that if I were on the other side of the table and the B. of L. E. asked me for an increase in wages I would tell them they are admitting getting too much money already, and I would tell them to set aside their Chicago Agreement and go to work so they could make more money.

The purpose of the B. of L. E., if I am right, is to advance the interests of its members in every way possible, and should do everything it can to increase the earning power of said members, but when this same Organization seeks, as through the Agreement, to limit our earnings, it seems to me that the Organization is not doing the best for its members.

I am a firm believer in co-operation, and especially between the railroad Orders, and if there ever was a time when we must stand together it is now, but I do not believe that we need the help of the B. of L. F. & E. to manage our affairs. We must have their moral support as well as the moral support of all other labor unions, but if we have to humble ourselves in the way this Agreement humbles us, and must buy this support at the price we are now paying then, I say, let's go it alone and do the best we can.

C. F. BARRETT,
S.-T. Div. 400

Looking Forward

Now, Brothers, since our elections are over, our officers installed, the time is here for us to bring all matters possible to the Division that they may be discussed by the members, the chaff removed from the wheat, and the latter given to our delegates to take to the convention to add to that others may bring, that all may be benefited by legislation that will provide for the future. There are also changes to be made in our Constitution, also in our Ritual, which would help the officers who memorize their part of the work. You should, however, get this matter

and Office in time that it may be considered by the proper

question of paying off insurance members at 70, I am much in and am willing to contribute toward providing the money. I also think it right that past 70 years should not be to pay pension dues, but I beg the Grand Officers know more of that stand in the way of some of these things than we.

I believe, as does every other Brother, that our representation to the Dominion Legislature paid by the Grand Office, as for the same officers in the States, and I don't think that the States would object to be done, as our Brotherhood is a national organization. As it is, I am relying for the United States to be the same as the United States, and paying for our representatives in addition. These matters should receive consideration they merit at the convention.

I also call attention to the need of giving a good pension for our Grand Officers who have served so faithfully. We engineers are going forward to being superannuated at 60 years, so why keep the engineer's nose to the grindstone? There should be another Grand Chief in Canada by the way to help the grand old man, Kennedy. I have visited a lot of places here and have witnessed the work of another Grand Officer here.

J. A. JAGOE, C. E., Div. 132.

...
Expression from Div. 582

I am a constant reader of the JOURNAL and have observed some very good things with reference to the future of the Chicago Joint Working Agreement. I have seen some severe criticisms of it, but no doubt but the committees set up the Agreement did all in their power to do justice to both sides, and if the Agreement is to meet all requirements, as it is, the convention will afford an opportunity to revise it so it will do nearly so as is possible. My experience as Secretary of the Association enabled me to see many in-

stances of adjusting cases handled by joint committees, where the work, as well as most of the expense, fell upon the engineers. The writer has several instances in mind to convince him of the fact, as no doubt have others, and these facts should have their bearing on the action of the next convention with regard to revising the Agreement so as to remove the present feeling of dissatisfaction among the membership.

There are some articles of the Agreement fair enough to the engineer, while others are not, but I have no hesitancy in advancing the opinion that it can be modified so as to gain the results desired, and which will be fair to both organizations. I would recommend that each Division instruct its delegate along the lines it desires him to follow in regard to the Agreement, at all times being guided by the principle of not demanding anything that they would not as freely give.

F. A. WOLLENHAUER, C. E. Div. 582.

... Favors a Referendum Vote on the Chicago Joint Agreement

Being a careful reader of the B. of L. E. JOURNAL, I find there are a large number of letters in favor of abolishing the Chicago Joint Working Agreement.

Now, being a young member, I have hesitated to express an opinion on this subject before, but after reading some of the letters and some of the reasons advanced for the abolishing of the Agreement, I would like to say that the chief cause for dissatisfaction seems to be where the two committees fail to work together in a fair measure. We hear where one Brother complains because he is only allowed 4750 miles a month; our regular passenger men only make 4500 miles a month and I believe 99 per cent are satisfied with this mileage. We do not keep the engineers on the extra list in either passenger or freight service down to the minimum, but rather up to the maximum, and the Chicago Joint Agreement does not give the Firemen's committee the right to insist that it be kept to the minimum.

There are evidently some engineers still who are not satisfied with the maximum mileage allowed by the Chicago Joint Agreement, and for these I would say they had better read Bro. W. J. Watson's letter on page 101 of the February JOURNAL. What else except

runs of 6000 miles a month is responsible for the present passenger rate for engineers—less in most cases than either a yard brakeman, yard foreman or conductor?

The Chicago Joint Agreement does not give the firemen any license to butt into the engineers' business, and where they do, or are allowed to do so, the engineers' committee is at least partly to blame.

There are, no doubt, cases where the firemen's committee is hard to work with, but there may be cases where the men on the engineers' committee are partly to blame for failure of a fair adjustment of the matter in dispute.

I will say, in conclusion, that it is my belief that if a vote of the membership were taken on our system to abolish the Chicago Joint Agreement, I don't think they would favor doing away with a mileage limit, and if the next convention of the B. of L. E. intends to make any changes there ought to be a referendum vote taken first on the question. WM. K. HEINS, Div. 46.

The Relation of Overtime to the Mileage Limit

Much has been said on the pages of our JOURNAL in regard to the Chicago Agreement. A few are in favor of it, but most of them seem to think the engineers should handle their own business. I am not criticising the mileage limit, but I do want to say a few words on the subject of overtime, concerning its relation to said mileage limit. There has been very little said on the time and one-half overtime proposition in regulating the mileage in freight service.

Our schedule plainly reads that overtime will be at an hourly rate of three-sixteenths the daily rate and does not say 18¾ miles for 12½ miles.

For example, engineers in pool service make 26 days on a 100-mile division and an average of 2½ hours overtime, or 65 hours for the month. Therefore, he has to make 2600 miles plus 65 hours or 812½ miles, making a total of 3412½ miles. But we "stretch the rail." We make 97½ hours out of the 65 hours or 1218¾ miles out of the 812½ miles, which brings the total up to 3818¾ miles.

Therefore, the pool is increased when the actual miles made was only 3412½. I think when an engineer is compelled

to work overtime he should receive the extra compensation of \$1.47 per hour instead of 98 cents, if this should be the hourly rate. Don't compel him to ride 18¾ miles on a 12½-mile piece of track. I hope the delegates to our coming convention will give this matter serious thought and also get some action on it, for we find we have something that is a penalty to the railroad companies and adds nothing to the monthly earnings of the engineers who are compelled to work overtime.

R. W. WRIGHT, Div. 8.

The Chicago Joint Agreement Defended by E. Harvey

In reading my JOURNAL during the past few months I have seen many letters referring to the Chicago Joint Working Agreement. A few of these were in favor of the Agreement, but the great majority of the writers, according to their letters, are distinctly unfavorable to it.

Any man who has given the Agreement careful study knows that while the Chicago Joint Working Agreement may not be all good, neither is it all bad, but it is far better than anything we have ever had before and it has succeeded in bringing the engineers and firemen's organizations together in a way that they have never been brought together before, and it has brought about harmonious working relations between the two organizations.

The Agreement offers equal protection to both the senior man and the young engineer who has just been placed on the extra list or who has just been promoted.

I am sure that if members of our Organization would give the Agreement careful study, they would realize what a valuable and helpful addition it is to the laws of our Organization.

Article I gives to the B. of L. E. the absolute right to make and interpret contracts, rules, rates and working agreements for locomotive engineers.

Article II is a safety valve for both organizations and, in practice, has solved practically all cases in controversy in a satisfactory way to all concerned.

Through the work of Article X (h) engineers are now being hired on railroad roads whose set practice in the past has been never to hire a man.

through the work of Article XIII B. of L. E. has today complete jurisdiction over all switch engineers—something that we have not had in many years past.

Through the Chicago Joint Working Agreement the strength of the B. of L. has been used in constructive work. The organizations, while before the Agreement became effective the strength of both the B. of L. E. and L. F. & E. was, in a great measure, wasted in jurisdictional quarrels, so much time and strength was expended in these unnecessary jurisdictional quarrels that neither organization had sufficient strength left to fulfill their mission as constructive organizations.

From my personal experience I find the men who are doing the most about the Chicago Joint Working Agreement are those whose only use in life is to run up excessive mileage for themselves at the expense of their brother engineers. It seems as though this type of engineer would run 6000 miles at 3 cents a mile or 3000 miles at 6 cents per mile.

The mileage is properly regulated, I am sure that some day the engineer fireman will get for themselves the full pay that they are entitled to. The way excessive mileage works out is well illustrated on one of our railroads where the General Committee of the Organization, in defiance of the law of the Organization, has put into effect a maximum of 5200 miles in passenger service and 4500 miles in freight service. While on an adjoining road a member of this Organization, an engineer with over twelve years' seniority and a chief in his Division, is working as a helper in the roundhouse at \$65 per month.

The men who want excessive mileage for themselves claim that they cannot live on their earnings from the present maximum mileage set, and yet they refer to another engineer, such as the one referred to above, to live on half the amount and yet remain loyal to the Organization, pay dues to help protect others' seniority and remain loyal to them in time of trouble.

It is a matter of fairness to the young engineer, to whom we look for the further upbuilding of our Organization, we should have the mileage regulations effective. We cannot expect a young engineer to

loyally protect the seniority of the older engineers, of which I am one, if the young engineer is compelled to get along on a starvation diet two-thirds of the time, while the senior man is running up excessive mileage.

The young engineers coming into this Organization are the force that is protecting the senior men on the good runs they are holding and for this protection the senior men should be willing to give the young engineer all mileage beyond the maximum provided for.

The writers to the JOURNAL seem to think that if the Chicago Joint Working Agreement were taken off the map, mileage regulations would no longer be in effect, but I am very sure that the third triennial convention, when it convenes, will disabuse their minds on this question, for with the present depression in business all over the country, with thousands of men demoted and other thousands cut off the list entirely, the delegates are going to give the question of mileage regulation a great deal of attention.

If we expect to keep our Organization intact, if we expect it to grow and retain its strength, it will be necessary for every man running an engine to subscribe to the doctrine of mileage regulations.

Independent or Interdependent

Each issue of the JOURNAL contains articles from all parts of the country relative to the Chicago Joint Agreement. The different opinions ranging from amendments to change some of the apparent irregularities which have become evident since its operation or which were more than the two parties could agree upon at its adoption, to that of abolishing it. All of these opinions I welcome, whether I agree with them or not, because by the exchange of ideas the representatives who will be authorized and empowered to negotiate changes will be in a position to know as far as possible what are the wishes of those they represent and what will preserve their rights with equal recognition of the rights of the other party, and thereby strengthen both, with the consequent result of increased benefits to all. It appears to me after reading some of the articles that some overestimate their strength and ability to

maintain what they have and secure added concessions in the future, which they are entitled to, and which they will have to secure if they keep pace with progress.

EVOLUTION OF UNIONISM

The evolution of unionism has followed, necessarily, the evolution of industry. When industry was carried on by small groups, small groups of employees could secure concessions from them, but as these industries were merged, as they have been and will continue to be, necessarily will groups of employees represented by organization have to be federated and co-operate to preserve their rights. The individual when he associated himself with others in collective effort subordinated some of his opinions and supposed rights. So it is with an organization which federates or co-operates with other organizations; they must subordinate some of their former privileges to those of the federation, which will enable the larger group by co-operation and collectivism to increase the benefits to all. In these processes there will naturally be a leveling up, as there has been in wages and working conditions. Since the wages and conditions have been made, first by districts and then the United States as a whole, who can reasonably deny that as a whole the members in general have not been greatly benefited by this method of handling affairs? The same complaint about the wages and conditions was expressed by those who had been enjoying wages in excess of others for like service and privileges that others did not enjoy, but should have, as is being expressed by those who are complaining about some of the changes that have been made in past customs by the Chicago Joint Agreement.

Who can favor abrogation of the Chicago Joint Agreement and going back to individual organization action, with the consequent rivalry that would be revived and engendered, with no provision for the adjusting of those disputes, which would soon affect both organizations so that none of their members would enjoy what the less favorable are now enjoying by joint action? And it would be as reasonable as going back to individual railroad wage negotiation.

SOME OF THE OBJECTIONS ARE WELL-FOUNDED

They can be mutually changed for the welfare of all concerned. The complaint of those who have system rights can either be changed by changing the provisions of the Agreement or by changing the seniority district, whichever, after careful survey of all of the conditions of the country as a whole would seem to cause the least injustice. It must be accepted that in making changes for the most good to the greatest number some are going to lose something that they have been enjoying.

Some seem to be greatly aggrieved about the hostler positions. The pay up to a few years ago, was about as varied as the method of handling, and the duties, therefore, not a very desirable position. Members of either organization were not much inclined to desire them or exercise any seniority rights on them. Many places today, I am correctly informed, neither engineers nor firemen have any agreement for the exercise of their rights on these positions. Since the last award the wages are more attractive and there is a disposition on the part of some to look with favor on them. This is agreeable with me. I would like to see an effort to get road engineer's rate for outside hostlers and yard engineer's rate for inside hostler positions. The present Agreement will then take care of the assignments.

The opinion that the Engineers gave all of the concessions and the Firemen none, is wrong. I believe that a careful investigation will reveal that the concessions made will be fairly balanced. Some of the schedules of the Firemen contained agreements that they had jurisdiction over switch engineers. This jurisdiction was given to the Engineers. I concede that was right. With equal frankness I claim that some of the privileges the Engineers have enjoyed by agreement should be receded from which would only be a matter of justice and in accord with the Golden Rule.

There is complaint that the Firemen are running the Engineers' business. It is a difficult matter to draw the line where the engineer's rights cease and the fireman's begin. It is the extremists in both organizations that are objecting. Let us who stand on middle ground assert ourselves and balance the

justice and insure progress. It coincides with others, that the Chicago Joint Agreement have to have mileage restriction there is as much contention between members of the B. of L. E. and the B. of L. F. & E. as there is between the B. of L. F. & E. members and B. of L. F. & E. members, so it is an injustice to the Chicago Joint Agreement to charge all dissatisfaction to it.

A reasonable complaint is made about the B. of L. F. & E. members of the B. of L. E. and contributing to defraying the expenses of wages and conditions and making them. This is a just complaint. I feel that anyone who is in conditions should assist in defraying the expense, and that some contribution should be made so that it can be done. Likewise, I feel that the B. of L. E. members when they are required to contribute to the extra-making and maintaining the wages and conditions; also, the B. of L. E. members of both organizations are required to only contribute to making the wages and conditions. The common working under. The common from both are about equally a survey of the country were believe that it would show many B. of L. E. engineers as firemen as B. of L. F. & E. working under B. of L. E.

Engineers and firemen are not interdependent, but rather interdependent, we are dependent upon each other. This fact proves the need of union to protect our joint, our interests.

Assuring all that I heartily express my views, that we may be guided in our channels and democracy preserve the retention of the Chicago Agreement amended in such form as the united effort of both organizations, and in conjunction the common movement, the B. of L. E. and the B. of L. F. & E. Bank in particular.

A. A. SWARTZ, Div. 358.

A General Review of the Situation

FACTS

For the past year I have read with interest every article appearing in the JOURNAL on both sides of the Chicago Joint Working Agreement and I am at a loss to think why some of the Brothers would write the kind of article they do when they only dwell upon local controversies, all blaming the Agreement for their troubles.

As to the Agreement between the two organizations, the old and young men in freight service, there is but one thing wrong with it in the opinion of the writer and that is with reference to the maximum an extra man is allowed to make before another man must be added to the extra list. This mileage should be raised to 3800 miles and the minimum should be left as it is. My reason for saying this is, when business is good there is not much said on the average road as to the amount a man makes on the extra board and generally for that reason the extra men make up to near what the regular man makes and he ought to, because his expenses away from home are more than the regular man as a general rule, but when it comes to the minimum and business is dull, the board should not be reduced as long as the extra men are making 2600 miles.

I have studied every phase of the Agreement and knowing the conditions that brought it about I cannot consistently lend my voice to scrapping the Agreement when there is so much selfishness in the human family. In my opinion, if the Agreement was scrapped, as some wish for it to be, the strife in the Division room would be tenfold greater than at present. It makes me tired to read the articles in the JOURNAL where our members complain about the firemen running the engineers' business. This cannot happen under the Agreement unless the committee handling the engineers' affairs do not know their business and do not attend to it. When properly handled, the Agreement is fair to both sides unless some Brother wants to make about 5500 miles in passenger or 4500 miles in freight service per month. The Agreement not permitting this, then in his opinion the Agreement is all wrong. You will not find many Brothers saying much about

Notice

Members joining the Plumb Plan for renewing their membership notify this office to insure publication in the JOURNAL. EDITOR.

the Agreement unless it is the kind of Brother referred to above. The writer has been a Local Chairman for the past 14 years and covers a seniority territory of about 650 miles and has three freight terminals and two outlying points on the line under my jurisdiction and I know what I am talking about when I say the Agreement is fair to both sides if properly handled by all.

To show you what the Brothers will do if given an opportunity, and the Brothers here on this seniority district are not much different from those on any of our trunk line roads in the country. On Nov. 15, 1920, business being good, all promoted men were back running, extra men were and had been making 3600 to 3800 miles on the different extra boards, the regular chain-gang turns were making 4200 miles or more per month, the local runs making about 4800 miles per month. To avoid having any more men promoted, as the company could not hire any experienced firemen, as there were none available, I thought it would be a good time to try out and see just what the men would do if the Chicago Joint Agreement was not in existence, so I placed on the bulletin boards the following bulletin, addressed to all engineers:

NOTICE TO ALL ENGINEERS

Until further instructed, engineers need not comply strictly to the Chicago Joint Agreement unless you so desire; however, we will not expect you to make exceedingly large mileage. Dated Nov. 15, 1920. (Signed) W. L. Blessing, L. C.

For the month of November the regular men in chain-gang service ran several hundred miles over the 3800 miles, the extra men made about 3100 miles, the local men exceeded their miles between 300 and 500 miles (note the difference). The first fifteen days of December the extra men had fallen below 1300 miles and would not have made the 2600 miles for the month if it had not been for Christmas times and had I not called a halt on some of the men in regular service as to the amount of miles they were making. At the close of December the extra men had hardly made their miles while the most of the regular freight men who took advantage of the bulletin ran over 4000 miles and some of them made as high

as 4500 miles. In doing what I did I had two objects in view. First, to see just what men would do without the Chicago Agreement and to see if the bulletin would make the firemen live up to their part of the Agreement with reference to their men in local service, when previous to this time I had been taking the engineers off of the local runs when they had their miles in, the firemen would permit their men to work during the rest of the month, claiming they had no men and could not get any. Of course, this condition brought about a bad feeling between the engineers and firemen that should not have existed. I accomplished in both instances just what I wanted to. Now, Brothers, if you did not have the Agreement the above is just what would happen on nine out of ten of the roads under the jurisdiction of the Brotherhoods and instead of you having 83,000 members you would probably have 63,000 or 64,000. Some of the Brothers on the extra list mentioned, who barely made the 2600 miles in November and December, which if the miles had been divided up properly would have made 3500 miles, have been paying their dues in the Order for ten years or more and are entitled to a fair wage. With the class of engines used here, 3800 miles on local pays \$311.80; in through freight service \$291.50. Is not this a fair wage and what an engineer ought to live on and save money? Three thousand miles pay \$214.68 (too much difference). Now, I ask you, who does the Agreement favor as between the regular and extra men as engineers? Now, as to between the engineers and firemen. If the Brother who barely made 2600 miles was permitted to go back firing, his seniority would entitle him to one of the best passenger runs on the division, which would pay about \$240 per month and he would be at home regularly and his expense would be brought down to a minimum, but we are required to maintain him on the extra board so that when regular men come in they can lay off if they desire to and because the business must be protected at all times as the men in regular service desire to lay off when they want to, regardless of the number of men on the board or whether the train will be moved or not. There is a great deal of talk about the harmony in the division room we would have

not have any Chicago Agreement. If we are going to be compelled to maintain this harmony at the expense of membership and other things we mention, the harmony can be of

are several things the coming convention will have to handle that are as important as the Joint Working Agreement. The delegates are now meeting. They should be willing to take the confidence of the views of the various Divisions they are to represent. Some of them will represent four or more, and some of the Divisions may have conflicting views on the many subjects that will be presented to the convention. In the many Divisions have wanted to settle their local disputes settled at the convention, to the detriment of general harmony in the interest of the Organization as a whole. We hope to see no more made in the Chicago Joint Working Agreement at the coming convention.

However, we think the convention should instruct the committee to amend the Agreement to increase the minimum a man will be permitted to add on the extra board to 3800. More men are added to the extra

Following will be live issues before the next convention: Whether we increase our quarterly premium in the present insurance or whether we continue the past practice of re-increase premium each year. What do we do as to amending our present laws? Shall we open the doors to all to join, as some contend we should and then after a certain period of time again and make our pension rely upon the part of all who make it out? Who will be president of the bank and whether the office of the bank and the Brotherhood are interlocked. In other words, the chief operating officers of the Institution be connected?

In favor of continuing the policy as now practiced by our Insurance Association to remit one premium a year and not change the premiums paid. I am in favor of opening the doors to the Pension Association for a number of months for all who wish to join that are under the age of 30 when make it compulsory for all members to take out the pension. In favor of officers of the bank

and the B. of L. E. to be two distinct sets of operating officials; in other words, those who have charge of the B. of L. E. to look after its interests solely and those who are to operate the bank to look after its interests. If we do this, both institutions will be successful.

W. L. B., Div. 609.

For Good Measure

With reference to the article appearing in the JOURNAL written by Brother Diamond, in presenting Brother Miller with a small token for past services as Chief Engineer of Div. 349, I would like to add to what has already been said, that the record of the Division shows Brother Miller has been Chief Engineer of the Division for the past 29 years and has been present at all meetings except five during that period, and he is now on a passenger run on the Northern Pacific Railroad which he has held for the past 32 years, a record for someone to beat.

W. C. HELLER, S.-T. Div. 349.

HONOR ROLL

Under this head will be printed only photographs of members who have received the Honorary Badge for forty years' continuous membership in the Brotherhood, together with a brief history of their railroad careers. In the case of members who have been retired from service on account of the age limit, their history alone will be printed.

The Advisory Board has so ruled, as the increasing cost of these pictures threatens to make the cost of getting out the JOURNAL exceed the price of it.

Life of J. M. York

J. M. York was born near Clayton, Ind., in 1850, where he lived his boyhood days. He went to firing on the Big Four in December, 1882; was promoted in January, 1888, and ran on the Big Four continuously to December, 1920, when he was retired from service on account of the age limit. He did most of his firing for Bro. Geo. Lamb, who recommended him to the master mechanic for promotion to engineer. Brother York has been very successful as an engineer. He was in a head-on collision in October, 1889, and was seriously hurt, being off duty 16 months. This accident, however, was no fault of Brother York's.

On Jan. 9, 1921, Brother York was presented with a gold watch chain and

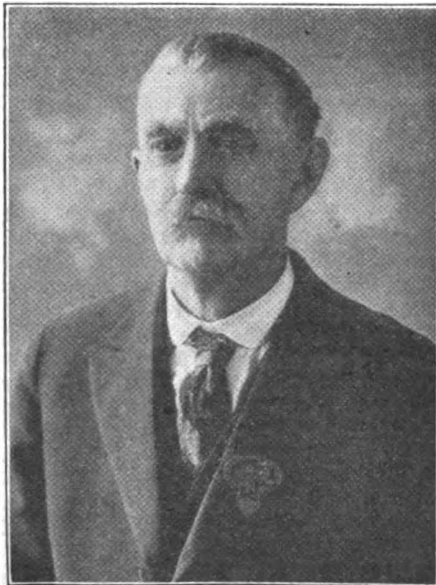
B. of L. E. charm by the Brothers of Div. 546, the writer making the presentation speech. Brother York, who has always been a ready talker, was asked to give us a speech, but, as the Irishman put it, "he was speechless." We had a few minutes' recess after the presentation and gave Brother York the "glad hand" and a cordial invitation to make it a point to be present and take part in all our meetings.

Div. 546 initiated 44 members in 1920. Now the new year is here and our officers have been installed, so let us get busy and make our membership 100 per cent. We have 215 members now and it speaks well for our officers, from the Chief, C. C. Wallace, down, and we have the same Chief this term. Let us hope that peace and harmony and good will to all may prevail.

J. M. BEGGS, Ins. Secy.

Bro. Henry C. Pullen, Div. 33, Retired on Pension

Bro. Henry C. Pullen was born in Detroit, Mich., in the year 1849, and with his parents moved to Wisconsin the next year. In 1866 he went firing on the Milwaukee & Prairie du Chien Railroad. In 1871 he went to the Lake Superior & Mississippi Railroad; fired a few months; was promoted, and after



Bro. Henry C. Pullen, Div. 33

running about two years he quit and went to the Milwaukee & St. Paul road. He ran there three years and came to what is now the Grand Trunk Western Lines in 1877 and has been with the Grand Trunk Western ever since. In 1920 he was retired on pension and a banquet was given in his honor by Battle Creek Div. 33.

Brother Pullen has been in railroad service 54 years and three months; has been an engineer 48 years; a member of the B. of L. E. for 47 years, and a member of the Insurance Association for 39 years. He has been in passenger service for 40 years. In 1915 he was a delegate to the B. of L. E. convention and was presented with an honorary badge there by Grand Chief W. S. Stone.

Brother Pullen has always been a loyal member of the B. of L. E. and we all wish him long life and happiness.
GEO. H. TRAVIS, Div. 33.

Bro. E. J. Costello, Div. 238, Receives Honorary Badge

At a meeting of Div. 238 on Sunday, Jan. 2, after the installation of officers, Bro. E. J. Costello of Div. 238 was presented with the honorary badge by Bro. J. H. Staley, and Brother Costello expressed his thanks for the honor. The Division congratulated Brother Costello on his 40 years' membership, and a general good time was enjoyed by all present. Brother Costello was the second member of Div. 238 to receive the badge, Bro. George Scott being the first. Brother Scott was present and was the first to congratulate Brother Costello.

The following is a brief outline of Brother Costello's life and railroad career:

Brother Costello was born in Randolph, N. Y., on June 29, 1855. He was married in Lincoln, Neb., in 1880 and his wife and eight children are living, also 22 grandchildren. Brother Costello commenced wiping in 1873 on the Atchison & Nebraska Railroad under Sellah Williams, M. M., and Thomas Clyde, general foreman; was promoted firing in 1875 and to running in 1877 by T. D. Volk, who succeeded Mr. Williams as M. M. He joined Div. 164 on April 4, 1880. The A. & M. was absorbed by the Burlington in 1880 and Brother Costello remained there, run-

n engine until the Q strike in After the Q strike Brother Cos- ceived a letter from E. B. Wood- then Local Chairman of Div. 290 more, Neb., recommending him ghly as an engineer and a man. r Costello still has the original About four months after the e Brother Costello went to Kan- ry and worked on the Missouri for ten months. He then quit ding and traveled on the road ommission house in Atchison for nths. As there was a general in the territory which he trav- ales were not enough to keep a an on the road, so he then ap- o Mr. Small, superintendent of power for the Northern Pacific Paul, for a position, and was Tacoma. He has worked here nce, between Portland, Ore., and Wash., and is at present on the a division between Tacoma and ad. One of the first engines r Costello ran was named the ope" and was used for a switch in the yard at Lincoln, Neb. few years ago he was on heavy ne passenger and is at present eight-hour helper engine out of a. Brother Costello's member- was transferred to Div. 238 in and is still in this Division. r Costello's brothers and many hope he will enjoy his present and live to wear his badge with to himself and the Brotherhood years more.

J. D. SMYTH, S.-T. Div. 238.

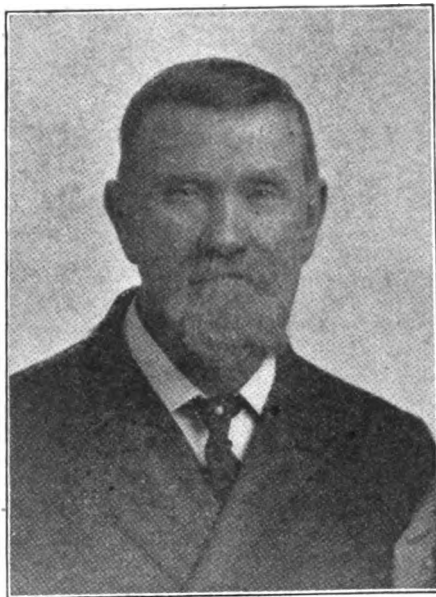
ry Badge Presented to Bro. Wm. Brock of Div. 394

William Brock, whose picture s herewith, was born at Pitts- N. Y., March 22, 1844. At the 12 years he was left an orphan d to make his own way. His ilroad work was on the grade of io & Mississippi road between mati, Ohio, and Cairo, Ill. He s job to enlist in the U. S. army , but was rejected because of his is next railroading was in 1866 Chicago & Great Eastern, which became part of the Panhandle, employed as machinist and extra er. He remained there until when he quit to go on the Craw-

fordsville & Terre Haute Railroad, where he stayed until 1879, going from there to the Indianapolis & St. Louis Railroad, from where he came to the Chicago & Western Indiana, where he has been ever since.

Brother Brock was initiated into the Brotherhood in Div. 20 in 1869 and was transferred to Div. 302 in 1891, and from Div. 302 to Div. 349 in February, 1892, where he is still an active mem- ber.

At our first regular meeting in Jan- uary, Div. 344 held joint installation with G. I. A. Div. 414, and after the ceremonies presented Brother Brock



Bro. William Brock, Div. 394

with the badge of honorary membership in the Grand Division.

The presentation was made by our Chief Engineer, L. T. Gilmore, in a most earnest and impressive manner. Following it, all present, including some visitors, were invited to the banquet room, where the Sisters had prepared what might properly be called a feast. After we feasted in a way that left no doubt as to our appreciation of the good things provided, we spent the rest of the evening in dancing and a general good social time.

The music for the occasion was fur- nished by Lucy Orchestra, composed of the children of Bro. William P. Lucy.

R. A. SHEPHERD, S.-T. Div. 394

Bro. H. D. Higby Retires

My first railroading was as a section hand on the C. B. & Q. Railroad. This was in 1869. I afterwards braked a while, and then went firing. The engines were small then, with cylinders 15 x 20, besides which they were inside connected. I felt pretty big firing one of those engines, but little did I think that I would live to enjoy the honor and distinction of wearing the honorary



Bro. H. D. Higby, Div. 721

badge of membership in the B. of L. E., which is the mark of 40 years' membership in the Order. But I have lived to enjoy that honor and appreciate it. I am now retired on account of having reached the age limit, and as I think I have made many friends in my long career as a railroad man and a Brotherhood man, I would be pleased to hear from some of them.

Wishing a long and happy life to all,
I am, fraternally yours,

H. D. HIGBY, 631 W. 6th St.,
Oklahoma City, Okla.

Oppose Allen Law

By a unanimous vote the Central Labor Union of Coffeyville, Kans., has condemned Governor Allen's "can't-strike" law and recommended that all affiliates have no dealings with the State Industrial Court.

Bro. J. A. Swanson Honored by Div. 117

Bro. J. A. Swanson was born in Sweden on July 8, 1852, coming to America at the age of 13 years. In May, 1871, he commenced firing on the Chicago, Milwaukee & St. Paul road on engine No. 126, a wood burner, by the way, for Engineer A. H. Hall. He was promoted on May 7, 1875, and has continued as an engineer in the service of the "Milwaukee" Railroad ever since.

Brother Swanson joined the B. of L. E. in Austin Div. 162 May 16, 1880, and was transferred to Div. 117 when it was organized in 1882. He has been a faithful and active member, having served as Secretary and Treasurer for eight years and is now holding the office of Guide. He has "pulled passenger" for over 35 years out of Mason City and is still in the service.



Bro. J. A. Swanson, Div. 117

On Sunday, Jan. 9, Bro. George B. Freeman, Chief of Div. 117, presented Brother Swanson with the honorary badge, accompanying the presentation with a neat speech. Brother Swanson feelingly expressed his thanks to the Division and the Grand Office for the badge, and his appreciation of all that it stood for, realizing that 40 years of continuous membership in the B. of L. E. is something to be thankful for as well as to be proud of.

ALEX MOTTERSHEAD, S.-T. Div. 117.

ry Badge Presented to Bro. J. F.
Kehrman of Div. 564

ne regular meeting of Div. 48,
n. 8, 1921, the officers of Div.
A. to the G. I. A., and Div. 48
stalled and Bro. J. F. Kehrman
esented with an honorary badge.
resentation speech was made by
T. Rodgers, who is the possessor
himself.

wing is a sketch of the railroad
of Brother Kehrman:
rted railroading in the Rock
shops at Davenport in 1870 as



Bro. J. F. Kehrman, Div. 48

st apprentice under a man
ames Morrill. Mose Hobbs was
use foreman at that time, as
the old-timers will recall.
ember the first Pullman train
as hauled through Davenport
e Union Pacific and Southern
to California in 1870 or 1871.
ain was pulled by a Grant en-
ned "Americus." It had a 16x24
, 72-inch wheel. The panel of
was a glass medallion. This
as on exhibition on Fifth street
of the court house for three or
ys. The engine afterwards was
J. A. Dix," and after that num-
12.

In 1872 the shops were moved from Davenport and I went to St. Louis and finished my trade in a contract shop. In 1876 I went firing on the old West End narrow gauge. A man by the name of "Baldy" Hilton was running the engine. This was in 1878. I left there and went to the K. C. & E. narrow-gauge road running from Kansas City to Lexington, and stayed there until they widened the gauge; then went to the Terminal Railroad at St. Louis and worked a few months. Went back to the narrow gauge at St. Louis and joined Div. 48 in 1880. Late in 1880 I went to the Terminal Railroad again and stayed until 1882. Went back to the St. L. C. & W. and stayed there until promoted to master mechanic in 1885. Stayed with the St. Louis Cable & Western and helped build the shops; left there in 1889 and went on the Missouri Pacific, running out of Osawatomie every way. This was early in 1890. Left there and went to St. Louis Cable & Western in January, 1891, and in 1891 came to the M. R. & B. T. Railway, which was then a narrow gauge, with six engines. I helped to change the gauge in 1893 and build the shops in 1904. We now have 25 up-to-date engines on this railroad, which is 47 miles long, having a 3-degree grade and 12-degree curves, the longest straight piece of track being nine-tenths of a mile long. Every regular man has his own engine and is furnished all the oil that he wants. I have made almost all the engineers here. I had such men as Christ Clark, H. C. Meyers, Thomas Mead, J. W. Bowman and Wm. Nelson; the latter two are off the "Q" Railroad.

I want to thank the Grand Lodge for the badge and every one that was present for the most pleasant evening of my life while in the hall. I also like to ask the JOURNAL to thank the Ladies' Auxiliary and all Brothers that were present.

In conclusion will say that I am still in service and hope that the good Lord will let me stay for quite a while.

J. F. KEHRMAN, M. M.

Bro. John H. Carnes, Div. 437, Retired

Bro. John H. Carnes, having reached the age of 65 on the 25th of August, 1920, was retired on pension by the B. & O. Railroad, also participating in

our B. of L. E. pension. He was placed on the honorary list by Div. 437 on Jan. 1, 1921.

Brother Carnes was born in Loudoun county, Virginia, Aug. 25, 1855. In December, 1865, he and his mother moved to Newburg, W. Va., and in March, 1869, he went to work for the B. & O. R. R. as grease wiper; after two years was promoted to machinist helper, which position he held until September, 1879, then went to firing on helper at Newburg, W. Va. In December, 1879, part of helpers were moved to Rowlesburg, W. Va., and in April moved his family to Rowlesburg, where he now resides. On Oct. 6, 1882, he was promoted running between Rowlesburg and Terra Alta, W. Va.

He joined Div. 284, Grafton, W. Va., in 1886; was transferred to Tom Wolfkill Div. 437, Cumberland, Md., on Dec. 12, 1906, and still holds membership in Div. 437.

Brother Carnes has given the Baltimore & Ohio 51 years of uninterrupted service and to the B. of L. E. 35 years of membership, and states it is a source of pleasure to him to reflect on the growth and helpfulness of the B. of L. E. and the mite of money he has contributed to the cause has been repaid many times over to him.

Brother Carnes does not look like a man retired, but is sprightly, and seems as young today as when I first knew him many years ago. I feel sure his robust appearance and good health are largely traceable to his sunshiny disposition and good fellowship. He never looked for trouble, and was a true friend. We trust he may be spared to his friends and family to enjoy the fruits of his labor. C. A. BLACKBURN,
S.-T. Div. 437.

Bro. George Jackson, Div. 679, Retires on Pension

Bro. George Jackson of Old Fort Erie Div. 679 of Bridgeburg, Ont., Can., was retired Dec. 1 from active service by the Grand Trunk Railroad on a pension at the age of 65 years, after 49 years of continuous service.

Brother Jackson commenced railroad-ing when but 16 years of age as fireman on the Buffalo & Lake Huron Railroad on the International Ferry running between Fort Erie and Buffalo. That was

before the International Bridge was built. After the bridge was completed he went firing in the Fort Erie yard until 1878, after which he went on the main line, firing a wood burner on passenger between Buffalo and Goderich. He was promoted in 1882 and ran a long time on the road between Fort Erie and Sarnia and Stratford and St. Thomas and Toronto, but on account of failing health took a transfer run, his last service being between Fort Erie and Black Rock.

Brother Jackson joined Div. 188 at Stratford, Ont., Nov. 16, 1884, and was transferred to Div. 679 on May 24, 1905, being a charter member of that Division. He attends meetings regularly and takes interest in all that is going on that concerns the B. of L. E. and its members, and it is the wish of his many friends that he may enjoy health and live long to enjoy the rest and pension he has so well earned.

M. R. HARVEY, S.-T. Div. 679.

Bro. Wm. F. Dayton, Div. 36, Retires

Bro. Wm. F. Dayton recently retired from service by his own request. Although he is nearly 74 years of age, he can get up and down from an engine as good as many of the young men, for he bears the burden of his years lightly.

Brother Dayton's railroad career began a long time ago. He entered the service of the B. & O. Railroad at Martinsburg, W. Va., March 26, 1847, as fireman on the second division, between Martinsburg and Piedmont, W. Va. (106 miles). He made his first trip with Holmes Ward on engine 77, getting \$2.25 per trip, and he can even today recall that he earned every cent of it. He admits that he shoveled a lot more coal than was necessary, as is the case with all green men, but he still recalls that the man he fired for helped to make it necessary to shovel a good deal, as he would be known today as a "batter."

After this trip he went firing engine 220 for J. P. Saunders and he recalls that he was one of the finest men he ever worked with. He later fired for George French and Samuel Branthier, all good men who have long since gone to their reward; in fact, there is not a man on the second division today who was in the service when he began.

other Dayton was promoted Oct. 1, and was transferred from the d division to Newark, Ohio, March, and entered the passenger service f there in 1878, where he continued retired on Oct. 20, 1920, after run-a locomotive for 50 years and one

other Dayton joined the B. of L. E. iv. 38, Martinsburg, W. Va., June 1871. He came to Newark with a r from Div. 38 to Div. 36, located Newark, but it caused some feeling g the members of Div. 36, as they ed to fear he was coming to take one's job, so he retained his mem- ip in Div. 38 until after the trouble 1877, when the charter was taken y from Div. 38, and did not join a until 1890.

other Dayton retired from service s own request after making a most table record in his 53 years of loading.
A BROTHER.

you intend to work there is no bet- lace than right where you are; if do not intend to go to work, you ot get along anywhere. Squirming crawling about from place to place do no good.—Abraham Lincoln.

Railroad Men's Home

The following contributions were re- ceived at the Home during the month ended Jan. 31, 1921:

G. I. A. Divisions

| | |
|-----------|---------------|
| 60 | \$10.00 |
| 154 | 25.50 |
| 320 | 5.00 |
| | <hr/> \$40.50 |

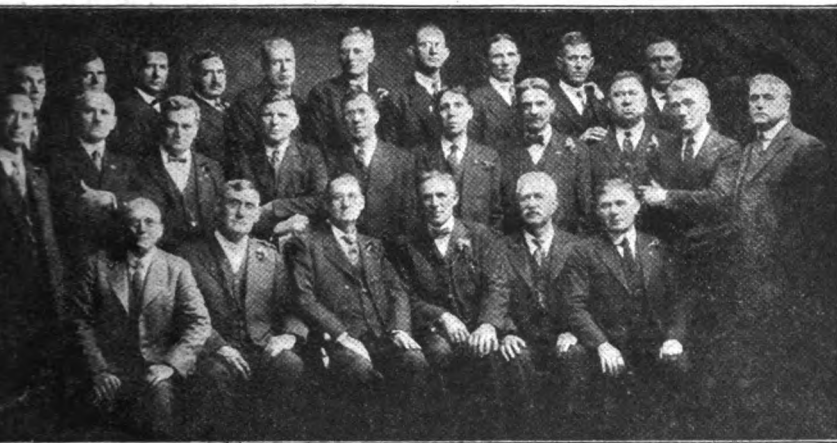
Summary

| | |
|---------------------------------------|-----------------|
| Grand Lodge, B. of R. T. | \$3670.96 |
| Grand Division, B. of L. E. | 3335.92 |
| Grand Division, O. R. C. | 1579.52 |
| Grand Lodge, B. of L. F. & E. | 1159.48 |
| B. R. T. Lodge. | 91.50 |
| G. I. A. Divisions. | 40.50 |
| L. A. to O. R. C. Divisions. | 25.00 |
| O. R. C. Divisions. | 12.00 |
| B. of L. F. & E. Lodge. | 10.00 |
| Mrs. J. W. Johnson, Thayer, Mo. | 8.00 |
| L. S. to B. of L. F. & E. Lodge. | 5.00 |
| J. P. Cooper, 636, B. R. T. | 3.00 |
| W. L. Brown, 41, B. L. F. & E. | 3.00 |
| James Costello, 270, O. R. C. | 1.00 |
| C. S. McKay, 119, B. of L. E. | 1.00 |
| A. S. Lunt, 877, B. R. T. | 1.00 |
| A. W. Foster, 357, B. R. T. | 1.00 |
| W. P. Kennedy, 625, B. R. T. | 1.00 |
| | <hr/> \$9948.88 |

Miscellaneous

One set of books.

JOHN O'KEEFE,
Sec'y-Treas. and Manager.



GENERAL COMMITTEE OF ADJUSTMENT, SOUTHERN RAILWAY SYSTEM

left to right: H. G. Grossman, Div. 375; R. McDougall, Div. 85; J. W. Gibbs, Div. 267; F. M. , Div. 617; L. D. Crawford, Div. 239; H. G. Jennings, Div. 368; W. E. Nesbit, Div. 84; F. J. ey, Div. 198; R. S. Porter, Div. 423; R. M. Watson, Div. 759.
P. Angelo, Div. 317; J. W. Wyatt, Div. 603; G. F. Garrett, Div. 432; J. R. Cobble, Div. 696; Shields, Div. 165; J. R. Jouett, Div. 321; Peyton Tunstall, Div. 557; J. G. Dikeman, Div. 363; Hall, Div. 436; T. J. Mullen, Div. 343.
A. Wampler, Div. 788, Chaplain; H. G. Senseney, Div. 340, S. and T.; J. I. Whiddon, Div. en. Chairman; R. J. Stroble, Div. 230, V. C.; C. R. Swint, Div. 786; W. A. Quales, Div. 223.

TECHNICAL

Air Brake and Other Problems Solved

BY T. F. LYONS

DEFECTIVE AIR GAUGE

Question. Will you please explain the following peculiar action of the air pressure? With the black hand showing 70 pounds and the red hand 90 pounds, I coupled onto a cut of about 35 cars. When the air was cut in, instead of the black hand falling as usual when a cut-in is made, it went the other way, and went up to about 90 pounds, and stayed there for about six minutes and then it began to fall gradually back to about 65 pounds, then slowly rising to 70 pounds. After coupling to balance of train, making 75 cars in all, the pressure came up to 70 and 90 pounds; brake valve handle in running position all the time.

J. R.

Answer. With the automatic brake valve handle in running position, there is but one possible chance, assuming the brake valve be free from leakage, for main reservoir pressure to get into the brake pipe, and that, by the feed valve sticking in open position.

This, however, hardly seems to be the trouble in your case, as you say the black hand indicated 90 pounds pressure immediately after air was cut into train of 35 cars. Now, with but 90 pounds in the main reservoir to commence with it would be impossible to obtain such pressure in the brake pipe. Therefore the gauge indicating this pressure must be defective, or there is a possible chance that you misread the pressure indicated.

BRAKE CYLINDER PRESSURE GOES ABOVE ADJUSTMENT OF REDUCING VALVE

Question. Will you please say what defect will cause the brake cylinder pressure to go above the adjustment of the reducing valve when using the independent brake?

M. M. L.

Answer. For the brake cylinder pressure to increase above the desired amount means that the pressure has also increased in the application chamber and cylinder. Now, increase in pressure in the application chamber and cylinder may be due to leakage into

these chambers past the automatic or independent brake valves or past the equalizing slide valve in the distributing valve. The following tests will assist in locating the trouble: Make about a 30-pound application with the independent brake valve and return the handle to lap position; if the pressure builds up to 45 pounds, and stops, it tells us there is a leakage into the application chamber and cylinder from some chamber where a pressure of this amount is carried; and as a pressure of this amount is carried above the rotary valve of the independent brake valve, it means that our trouble is caused by leakage past the rotary valve of the independent brake valve. But if the brake cylinder pressure builds up above 45 pounds we know that the air leaking into the application chamber and cylinder is coming from some source where a higher pressure is carried. Now, we have two other pressures to think of: brake pipe pressure and main reservoir pressure. Brake pipe pressure is found on top and surrounding the equalizing slide valve in the distributing valve, while main reservoir pressure is found on top and surrounding the rotary valve in the automatic brake valve. To determine which valve is at fault, make a 20-pound brake pipe reduction, then release the brake with the automatic brake valve, and when the brake pipe has been recharged to, say, 60 pounds, move the handle to lap position; next set the brake in full with the independent brake valve and return the handle to lap position; now, if the pressure builds up to that in the brake pipe, and no higher, the leakage will be found in the equalizing slide valve. But if the pressure builds up to the adjustment of the safety valve (68 pounds) the leakage will be found in the rotary valve of the automatic brake valve.

RUNNING AND STANDING PISTON TRAVEL

Question. Will you please explain where the excess brake piston travel comes from when the locomotive or cars are in motion, over the piston travel, when the locomotive or cars are at rest?

S. R. S.

Answer. Piston travel, and the varying results obtained in brake power, due to its variation, makes it one of the most important subjects that may be brought up for discussion in air brake

Piston travel may be divided at might be termed standing and running travel. Standing is the necessary distance which has to move in order to bring against the wheels when the engine or car is at rest, and will shoe clearance times the total plus the lost motion found in the rigging, such as may be difference in diameter of pins in the brake levers and rods. Travel is the distance the piston moved outward in applying the when the locomotive or cars are in; and the distance the piston dependent on the total lever clearance, lost motion in the car, lost motion due to loose internal brasses, lost motion between box and pedestals, brake beam, trucks drawn toward center brake beams hung from truck above the springs and the crowding the wheels together due to the shoe pressure. Possibly the great for increase in running travel adding travel is due to the brake beam hung from the body of the truck frame above the shoes as in such cases the shoes are toward the rail or to what might be the small part of the wheel, where the total leverage is high, travel is increased very ma-

cylinder is the same as that of the auxiliary reservoir and brake cylinder, when the piston travel is 8 inches. It is, no doubt, understood that with the auxiliary reservoir charged to 70 pounds and the brake piston travel 8 inches, the auxiliary reservoir and brake cylinder pressures will equalize at 50 pounds in a full service application of the brake. This means that sufficient air has left the auxiliary to reduce its pressure 20 pounds, and this amount of air going to the brake cylinder has created a pressure of 50 pounds. From this it will be seen that for each pound of drop in auxiliary reservoir pressure we have $2\frac{1}{2}$ pounds brake cylinder pressure; that is, 20 gives 50. Therefore, if 20 gives 50, 15 will give 37, 10 will give 25, and 5 will give 12 pounds cylinder pressure. Now, as the relative volume of the pressure chamber and application chamber and cylinder are the same as that of the auxiliary reservoir and brake cylinder, similar pressures will be obtained for the different reductions made. From what has been said it will be seen that two and one-half times the reduction made will give the brake cylinder pressure; and this applies to the distributing valve of the ET and control valve of the LT equipments, regardless of piston travel, and all of the different types of triple valves where the piston travel is eight inches.

CYLINDER PRESSURE FOR A GIVEN BRAKE PIPE REDUCTION

on. Here is a question on brake pressure that I would like to answer through the JOURNAL. No. 6 ET equipment, brake pipe 70 pounds, how much pressure obtained in the brake cylinders 5-, 10-, 15- and 20-pound brake reduction? Is the same pressure in the driver and tender brake?

M. E. L.

r. The pressure obtained in the on chamber and cylinder of the ing valve governs the pressure in the driver and tender brake, and for any given reduction pipe pressure, in a service application, is the same as that obtained brake cylinder where the triple type of brake is used. That is, relative volume of the pressure and application chamber and

LOCOMOTIVE BRAKE FAILS TO APPLY WITH AUTOMATIC SERVICE REDUCTION

Question. Will you please make clear the following peculiar action of the brake on my engine? The engine is equipped with the LT type of brake. We carry 70 pounds brake pipe pressure and 100 main reservoir pressure. Now, with the engine alone, when a gradual reduction of brake pipe pressure is made, the engine brake will apply as intended; but when coupled to a train of 80 or 90 cars the engine brake will not apply, even though a 20-pound reduction is made. I have reported the control valve, but as the inspector finds the brake will apply with the lone engine, he refuses to change the control valve. Therefore, I wish you would give me a clear explanation as to this peculiar action of the brake, and what may be done to put the brake in proper condition.

H. T. F.

Answer. Your trouble is due to a loose, worn, or cut packing ring in the triple piston of the control valve. With the lone engine, the brake pipe volume is comparatively small, and when the automatic brake valve is moved to service position, the brake pipe pressure is reduced quite rapidly, thus reducing the pressure on the brake pipe side of the piston below that in the auxiliary reservoir, causing the control valve to move to application position. Whereas, when the engine is coupled to a train the brake pipe volume is a number of times greater than that of the lone engine, consequently its pressure is reduced more slowly; and if the air in the auxiliary reservoir leaks past the defective packing ring of the triple piston and reduces auxiliary reservoir pressure as rapidly as the brake pipe pressure is being reduced at the brake valve, the pressures will remain balanced on the two sides of the triple piston, resulting in its failure to move to application position, therefore the engine brake will not apply. To remedy, have triple piston packing ring and bushing put in condition.

MEANING OF MECHANICAL TERMS

Question. Will you please make clear just what is meant by the following mechanical terms: What is meant by admission; by cut-off; by release; by compression; by lap; by lead; by clearance?

H. A. W.

Answer. The term admission refers to the point of the stroke at which steam is admitted to the cylinder, and takes place at about the instant the piston commences its stroke; that is, it occurs when the steam edge of the valve is at the admission edge of the steam port, and is moving to open the port.

The term cut-off refers to the point at which the admission of steam to the cylinder is shut off, and the valve is in the same position as when admission is about to take place, but is now moving to close the port.

Release is the point at which steam begins to exhaust from the cylinder, and occurs when the exhaust edge of the valve is at the exhaust edge of the steam port, and the valve is moving to open the exhaust.

Compression is the point at which the exhausting steam is stopped, and

occurs when the exhaust edge of the valve arrives at the exhaust edge of the steam port, and the valve moving to close the port.

The term lap on the valve denotes the amount the edges of the valve extend over the ports when the valve is on the center of its seat, and is the distance the valve must be moved from an exact central position on its seat before the port begins to open to admit steam to the cylinder.

Lead is the amount of port opening when the piston is at the beginning of its stroke at either end of the cylinder. A valve is given lead chiefly to insure a greater port opening, thus supplying steam of full pressure to the piston the instant it has passed the dead center.

The term clearance means the unoccupied space between the piston and cylinder head when the engine is on the dead center; it also applies to the space between the cylinder and face of the valve.

EFFECT OF HIGH TEMPERATURE OF FEED WATER ON OPERATION OF INJECTOR

Question. What effect will hot water in the supply pipe have on the working of an injector?

C. L. R.

Answer. Hot water in the supply pipe will, as a rule, prevent injector priming. The reason for this may be explained as follows: The pressure at which water boils depends on the pressure to which it is subjected. By consulting the steam table we learn that water boils at about 387 degrees under a gauge pressure of 200 pounds; at 212 degrees, under atmospheric pressure of about 14.7 pounds; at about 160 degrees when in 10-inch vacuum. Thus it will be seen that decreasing the pressure on the water lowers its steaming temperature. Now, when the lifting jet of the injector is opened, a vacuum is formed in the supply pipe; and, if the temperature of the feed water is such as to give off steam vapor, this vapor will fill the supply pipe and destroy the vacuum, consequently the injector will not prime. The range and capacity of an injector is reduced, and no injector will prime promptly with high temperature feed water. Where the high temperature feed water is found in the supply pipe only, and not in the tank, relief may be had by closing the overflow valve just long enough for

to blow back through the supply and force the hot water back into the tank, then quickly open the over-ride; the injector may then be

EFFECT OF WORN CHOKE PLUG

Question. Will you please say what will a worn-out choke plug have for effect on the working of a lubricator? L. C. R.
Answer. An enlarged opening in a choke plug will cause irregular feeding of the oil; that is, the feed will be much faster when steam is shut off than when the engine is running. The purpose of the choke plug is to provide a means where pressure in the lubricator may be maintained, for, if the oil pipe opening is not thus contracted, the fluctuation of pressure above the water level in the sight feed glasses every time the throttle or reverse lever was moved would cause the feed to vary. A choke plug of proper size is provided which permits only a small flow of oil to the oil pipes, hence the boiler pressure can be more nearly maintained both in the condenser and sight feed chambers. The opening in a choke plug must bear a certain relation to the quantity of steam delivered through the regulating tubes, and if this be disturbed by the opening in the choke plug becoming large, the feed will be irregular and will increase when the boiler pressure is decreased. If the passages from the steam valve of the lubricator or the steam supply pipe become small, it also causes irregular feeding because in that case the full pressure is not exerted on top of the water in the sight feed chamber.

EFFECT OF WALSCHAERT VALVE GEAR ON ECCENTRIC

Question. Will you please say what effect the position of the Walschaert eccentric arm relative to the main crank

A. L. M.

Answer. The position of the eccentric relative to the main pin is governed by the type of valve with which the engine is equipped; that is, with an inside admission valve, engine in forward motion, the eccentric arm is set 90 degrees back of the crank pin; while with an outside admission valve, the eccentric arm is set about 90 degrees ahead of the crank pin. Where the connection of the ec-

centric rod with the foot of the link is on a horizontal line through the center of the main axle, when the main pin is on the upper or lower quarter, then the eccentric is set just 90 degrees from the main pin. However, the foot of the link is not usually brought down this low, its connection with the eccentric rod is, in most cases, above the horizontal line through the driving wheel center. This angular position of the eccentric rod creates an error, and to overcome or modify this, the location of the eccentric in relation toward the main pin is changed; with an inside admission valve, the eccentric and main pin are more than 90 degrees apart, while with an outside admission valve the eccentric is less than a quarter of a turn or 90 degrees from the main pin.

Question. How would you know when the valve was central on its seat?

A. L. M.

Answer. When the crosshead is at the exact center of its travel, the reverse lever in center notch, and the lap and lead lever in vertical position, the valve should be central on its seat, with both steam ports closed.

BURNED-OUT FUSE PLUG

Question. I recently had trouble with the electric lighting on my engine, and would like a little information as to the cause of the trouble, and if there is a remedy that may be applied while on the road. While running along, and without any apparent cause, the cab lights went out. Not knowing the cause for the failure, we tried changing the lamps, that is we took the lamps from the classification signals, but this did not help matters any. Now, the strange part of this is, the headlight did not go out. This told us that the machine was still making juice, but we did not get any of it in the cab. Now, why?

B. P. H.

Answer. Your trouble, no doubt, was due to a burned-out fuse wire. It is the practice on some railroads to protect all lamps with fuse plugs, others protect the cab lamps only, while again other roads do not use the fuse plug at all. Where the cab lamps are protected by fuse plugs, if a fuse wire burns out, the cab lamps alone will be affected, as the headlight is on another line, and this explains why the headlight on your engine remained burning.

The question now arising is, What may be done if a fuse plug burns out? The answer is, Replace with a new piece of fuse wire, or where this cannot be had, break an incandescent lamp and twist the lead wires in the base together, when the base may be screwed into the fuse plug socket, answering the purpose of a fuse plug, temporarily.

The burning of a fuse plug generally indicates a short circuit in the line, therefore a careful inspection should be made of the wiring. If the insulation on the wires is worn, or burned off, allowing the two wires to come together, either directly or through the medium of some metallic substance, a short circuit will result. Where this condition exists, wrap the exposed wires separately in a piece of dry waste. Where a short circuit exists it will cause the brushes to spark badly, and the turbo-generator to work hard, which will be indicated by a heavy exhaust of steam. Where the lamps fail to burn from other causes than a short circuit, the machine will run very quietly and the exhaust will indicate very little steam being used.

Where cab lamps burn with proper brilliancy, and the headlight fails to burn, would examine the wires leading to the headlight for breaks or disconnections. Examine fuse plugs (which are sometimes used in the headlamp circuit). Headlight bulb may not be screwed in far enough to make contact in the socket, as the lock sockets provided to prevent lamps loosening cause lamps to screw in hard. Lamp may have broken filament. Reflector may have worked forward, breaking the electric contact at the automatic switch in the headlight case.

"Helpful Hints on Modern Locomotive Brakes" is a book gotten up by our Air Brake Editor, Bro. T. F. Lyons. This book is up to date, and of handy, vest pocket size. Price 50 cents. Address, T. F. Lyons, 546 E. 109th St., Cleveland, O. EDITOR.

A Stitch in Time

I was firing a yard engine for an old timer who had seen better days and better engines and better things in general, than we had on that one-horse

railroad. One morning when the rail was rather bad and the old timer's patience even worse, he was slipping the old mill quite a lot more than was necessary, when a young office bred superintendent we had climbed up on the engine and asked the engineer if he wasn't slipping the engine a lot. The old fellow, not knowing him from Adam's off ox, sized him up for a moment, as if debating in his mind whether to throw him off or not, and then, with an air of mock seriousness, replied, "Now, it's this way, son. The rails you see are usually slippery on account of the moisture they absorb during the night, so I slip her a good deal in the morning to warm them up, and by noon they are dried so she don't slip at all in the afternoon. If I didn't do that she would slip all day, so we couldn't get the work done."

At that the superintendent's face took on a puzzled expression. He looked at me, then at the engineer, and with the air of one who had headed in where he couldn't back out, he got off, if not sadder, at least not wiser than when he butted in, but let it be said to his credit that when he found out the joke was on him he enjoyed telling it. J. K.

Others Have Troubles as Well as Job

Job may have had his troubles, but he never had to make 100 miles on slow freight with a modern battleship on a 16-hour trip with a pint of valve oil, and a foaming boiler. Nor tried to hold an old mill to a frosty rail making a short time order while sawing the throttle with one hand, the sand lever with the other, at the same time trying to hold the reverse lever from jumping out of the quadrant, and occasionally hammering the air pump with the soft hammer to keep it going, and all the time having one eye out for the block signal and the other watching the water getting so low in the glass that if the injector broke once more it would be "good night" for all hands on the head end, and above and beyond all, at the same time knowing that if he failed to make the order he would be canned.

BOOST THE PLUMB PLAN

Letter to Bill

United States, Jan. 10, 1921.

Bill: Often times whin I'm to make th grade wud me atey s o kole, an me looken down in her glass wud one eye, th same oose looken into a bottle, an me erin whether weel sthall afore blows up, er blows up afore she , I think about ye toasten yer agin th fire an smokin yer pipe en th lads in th corner grocery th good runs we useta make whin heer. Oh its aisy forr ye, but wur heer now wud yer big bay on ye like an aldherman, ye t find a place fer yerself in th all on these Klass K's. I'd see th lad, th mekanikal ingi-think thay call him, that lade ese cabs. He shud be in a dime m fer I no he must be bilt like a g been. I'm ony about two hun-an tin meself an I hafta ride adrant a sthraddle like a kid horse wud a broom sthick, an mekanikel ingineer ever goes to me prayers arre awl wasted. y what I think av him evry think about it, an thats a good times whin weer goin bumpin an what I say about him whin a put her in th back motion I e arrested an fined heavy fer down heer, er annywhere else. an ingineer aint got no show hare heer now days, an laist av th ingine, onless he be bilt so 't take up anny more room than o bacon, an a dang thin wan at I don't know how thay figger at a healthy man kin get in th thay hav allowed fer him, but I thay figger that if we don't fit ve will afther a while, fer wud thousan tun thranes, an th six-ur thrips, it won't be long afore t anny ould place. een ours an 59 minuts is too long to wurk a horse, er a mule, Bill. that, but ye don't no it awl, fer weer out 16, thay'll sind a kroo relave ye awl, sumtimes twinty e miles from th ind o th division. red, an yer hungry, an yer full dust, inside an out; an ye fele ommiten murder, er somethin at, but yer not able. Yer awl awl in is rite. But th ony thing

is to go back to th kaboose an help th resht o th crew tell what thay think about th ginerall manager, an th sooperintindint, an th dispatcher, an th hole thribe o thim, fer th way things arre, an mostly th way ye arre yerself, an ye wundher howinhell thim offishels kin palaver so much about lyaity an akonomy an safety frsht, an th like, whin thare waren th verry soul outa ye. But anny way ye ride in th kaboose, free, till th ind o th rode, an maybe it takes ye 5 or 6 ours to complete th thrip, but pay attinshen heer, Bill. Now, mind ye, th 16 our law gives ye ate hours resht if yeer on dooty less than 16 ours, an tin ours when yer out 16. So say weer out 16 an yer doo fer 10 ours lay over. Do thay giv ye tin? Thay doo not, fer thay'll take th 5 er 6 ours ye wur riden in th kaboose outa th 8 er 10, an be th time ye git a bite er too av chow at th beenery, stagger into th hay in yer room an begin to dreem o th good ole summer time, er that ye found a millyun dollars an wont hafta wurk annymore, ye'll feel sum wan shaken ye like a tarrier shaken a rat, an that'll be th caller, an heel be hollerin at ye like th house wur on fire, but you're that tired yer redde to die, an heel say we want ye fer a dhrag fer 2 a.m. an thats rite away, like it neerly alwus is. So thare ye arre. Ye have yer chice a goin out half ded agin th same game agane er layen back in bed an losin yer job, an thin afther ye shake yerself to see if yer alive, an ye sorry to find ye arre, ye begin thinken about th house rint, an th family, an th butcher, an th grocery man an awl th dang profiteers that are haunten ye like snakes, whin a fella has thim, an ye go out agane to buck up agin th same ould proposishen like a prize fiter that's game, goin up f'r another round wud both eyes neerly shut an his slats kaved in.

Oh Bill, it's feerce, an gotten feerker. But th wurst av it is th ralerodes think thayre putten it over on us whin thare dhrivin us to deth that way. Thay think its grate bizzness, fer whin ye cumplane about bein tired thay laff an say ye wanted th 16 our law an now ye hav it, an take yer own medicine. Oh thayre rayle cute, Bill. Beleeeve me thayre as cute as th rube that was rubberin around wan day in a Publick Park in New York whin a sharp lad

wud a tin badge on his cote sez, "What arre ye doin heer?" just like that. An th rube, he sez, "I'm ony kounten th threes in th park." At that th lad sez, "Dont ye no that's agin th law? How many did ye count?" An th poor guy sez, "Ony twinty too." At that th lad sez, "I'm an offiser o th law, ye kin see that, so it'll kost ye twinty too dollars, a dollar fer aich three. Ye kin figger it out yerself, so ye kin see I wanta be honest wud ye." An so th guy he paid th twinty too, an whin th lad that thrimmed him got away, th poor rube, wud a wise wink, sez to th krowd that wur looken, "An he thinks hees slick, but I bate him outa tin dollars awl th same, fer I kounted thurty too insthead o twinty too."

An thats th same way wud th rale-rodos. Thay think thayre puttin sumpthin over an th poor thranemin be wurkin thim th way thay doo, an givin thim resht th way thay don't, an awl th time blowin about aykonomy an loyalty an safty firsht, an th divil nose what, whin all th time th min arre wurken in thare shleep like, an havin head inders an side swipers, an runnin throo swiches, an wasten kole be tuns an tuns. Oh Bill, its a holy frite.

Its a grate game if ye don't weeken. Weer gettin no richer an weer getting no fatter, but were gettin usta it, Bill, th same as a fella gets useta bein in jale whin he no hees in fer life.

JASON KELLEY.

Increase of Coal Consumption in 1920 Over That of 1919

Interstate Commerce Commission statistics show the consumption of coal in the first ten months of 1920 on locomotives in road service is greater than for the same period in 1919, the difference being approximately ten million tons, and when we take into consideration the fact that the cost of coal in 1920 was also about 20 per cent higher than in 1919, the increase of expense in locomotive operation was considerable.

Why this difference should exist is difficult to explain; at least no one has done so as yet.

The most urgent question, it would seem, regarding fuel consumption is not why more was consumed in 1920 than in the preceding year, but why so much is consumed any year.

The mechanical experts are improving the designs of locomotives and adding certain accessories, such as the brick arch, the superheater, the feed water heater, and some special designs of fireboxes are being introduced, all of which, in a mechanical way, tend to lessen the amount of coal needed to perform a certain amount of work, but that is all. The fact that there is a human element to treat with in the shape of the crew doesn't seem to enter into the calculations of the officials, who seem to feel they have discharged their obligations to the company in adopting the latest improved mechanical appliances, however indifferently or wastefully these are used.

If we go to the very root of the system of the management of the motive power department, we find one of its greatest defects. The superintendent of motive power, one would think, had enough to do to keep up the power, as well as the morale of the employees, particularly the enginemen, upon whose intelligence and loyal effort the economy of fuel depends so much, but in addition to that the head of the mechanical department must dabble in the question of wages, and is expected to squeeze every cent possible out of the men in applying wage rates made for the various classes of service, for which a general rule cannot always apply, and even withhold paying the fixed standard in some instances until made to yield by the protest of the employees affected.

How the railroad officials, or any other sane persons, can expect the employees to render service beyond that needed to hold the job under such conditions is not clear.

The system that places the head of any department in a position to "get in bad" with his men through meddling with their wages is one of the things that is costing the railroads a loss in indifferent service, that is responsible for waste of many kinds including the excessive use of fuel.

The splitting of hairs on the application of wage schedules would better be assigned to other hands, for the lessons of past and future show that it engenders a feeling between the men and their superiors which is not conducive to that harmony and loyalty and co-operation so essential to 100 per cent locomotive performance.

J. K.

Agreement and Mileage Limit

During the past few months I have noted with much interest the different articles in the JOURNAL in regard to the Chicago Joint Working Agreement. I am aware of the fact that this Agreement is not perfect, but it has too many good features to scrap it because of its defects. I believe the engineers as a whole would lose lots more than they would gain from the annulment of this agreement. Brothers, if there ever was a time when there should be harmony between the engineers and firemen it is right now.

When you get down to the bottom of the majority of the kicks on this agreement you will find it is some old man kicking because it limits the mileage he is allowed to make. This, to my notion, is the best feature of the whole thing, and the mileage should be reduced to 3000 miles for freight and 4000 for passenger. With this mileage we would make more than the present limit paid when the Chicago Agreement was put into effect. Some may argue that it costs more now to live than it did then. That I will admit, but, Brothers, the cost of living is coming down and is going to continue to come down, and if the railroad companies try to cut our rate of pay it will be much easier for them to do it on the present mileage limit than if we were not allowed to make more than 30 eight-hour days per month. We asked for an eight-hour day and got it. Why not live up to it? If the present rate of pay will not be sufficient to make a living, I believe it will be much easier to get an increase on the eight-hour day basis than to hold the present rate of pay on the present mileage basis.

Brothers, have you ever thought about why the yard men received a higher increase than the road men did the last wage award? I am satisfied it was because they were limited to an eight-hour day. Why should the road men have to work thirty eight-hour days to make a living? There is no other craft that has it to do. If the B. L. E. had started years ago to letting down the mileage limit I believe we would be now getting a higher rate of pay and there would never have been any need for the Chicago Joint Working Agreement.

I am aware of the fact that there will be many that will not agree with me, but we all have a right to our opinion. I am trying to look at it from an unselfish standpoint, and for the best interest of all concerned. So I say, let's hold to the Chicago Agreement and try to make it better by removing the defects. Also would suggest there should be no difference in the mileage of a regular man and an extra man, for it costs the extra man as much to live as the regular man and there are more hardships for the extra man than the regular man, and the majority of the extra men on the large roads have been running engines for from five to fifteen years.

I am sorry to see there is strife arising again between the two Orders, for, Brothers, as I said in the beginning, now is the time for us to stick together. Nothing would suit the railroads any better than for us to go to fighting among ourselves again. It might occur to some that I am a young man, and in a sense I am, but have been a member of the B. of L. E. for nearly fifteen years. I joined as soon as I was eligible, which I think everyone should do.

If this doesn't find the waste basket I will try it again some time.

MEMBER DIV. 759.

Why Driving Axles Break at Left Main Wheel

In practically all cases of broken axles it is the main that breaks, and at the left end of it or near the left main wheel. The cause of that is that the axle becomes crystallized, becomes brittle. This is a condition known scientifically as the result of "fatigue" of the metal of the axle, and it is the result of vibration due to excessive knocking or pounding at that point, and we will try to account for that.

In the first place, we should consider that practically all locomotives today have right lead engines, that means the engine on right side leads the left side, from the fact that the right crank pin is one-quarter of a turn ahead of the left one. We are not taking into account any but the main axle and wheels, as the others do not bear any relation to the problem. So the question is why the pounding is excessive on the left side. This is due to the effect of the

steam in cylinders acting through the main rods on the positions of the main driving boxes, and the position of these boxes with relation to the shoes and wedges when the pistons pass the centers at which points the pounding which crystallizes the axle takes place, and more particularly the forward centers, for reasons referred to later.

Say engine stands with right pin just past the back center. Now give her steam and the steam in back of right cylinder pulls the right pin ahead, holding the right driving box forward against the shoe and holding the left end of the axle and its driving box back against the wedge, so that when steam is now admitted on left side the pull is forward, but before any power is exerted on that side the left box must be moved ahead and in contact with the shoe, and if there is much lost motion between the left driving box and the wedge and shoe that will be taken up with somewhat of a knock, but owing to the fact that the wheel is rolling forward, in the direction in which the lost motion in box is being taken up, the jar is modified somewhat.

When the left pin has reached the upper quarter the pull ahead on that side has the effect of forcing the right end of axle and its driving box back against the wedge so that when steam is admitted on right side there is comparatively little jar caused on account of the lost motion in right box having been taken up by the effect of power on left side. But when the right pin is passing the lower quarter the conditions are reversed, and now we come to the point where the pound on left side is caused, which causes the trouble, and which is the real solution of the problem of why the left wheel breaks off.

As the right pin is passing the lower quarter, the power exerted in forward end of right cylinder holds the right driving box back against the wedge and forces the left end of axle ahead so its driving box is forward against the shoe, and now, when steam is admitted to forward end of left cylinder the first effect is to force the left box back against the wedge, and as the wheel and driving box are now being forced in the opposite direction to the direction the engine is moving, the wheel cannot roll back and take up the lost motion in box as it did when passing the left back

center the wheel must slide, which it does, thus taking up the lost motion on that side with a sharp knock or pound, and it is this continual pounding each time the left side passes the forward center which produces the crystallization of the axle that eventually causes it to become brittle and break off.

When the motion of engine is reversed the conditions are reversed, and we get the greater pound in the right box, and if the engine is a left lead, which is seldom the case, we get the greater pound on the right side going ahead.

P. W. GOOCH, Div. 507,
Monett, Mo.

Passing of the Compound Locomotive

Slowly but surely the superheater is crowding the compound engines out. The latest report of such comes from the Minneapolis, St. Paul and Sault Sainte Marie Railroad, where a number of compound engines of the consolidated type were recently converted into simple, superheater engines.

A comparison in the performance of these engines as compounded and superheated developed the fact that the latter used ten per cent less fuel, although the water evaporation per pound of coal was in favor of the compound engine.

This fact brings us to an interesting problem as to how, if that were true, the superheater could show greater fuel economy than the other, as there is a loss of evaporative efficiency in the boiler of the superheater engine, due to the reduced heating or flue surface resulting from replacing the many smaller upper flues by the larger superheater tubes, but that loss is more than overcome by the more economical use of the superheated steam at the high cylinder temperature possible to maintain by superheating.

No one will regret the passing of the compound engine, for of all the various types with which the engineer has had to contend, in our day, the compound was easily the worst, and our interest in their passing is all the greater when their going furnishes so good a lesson in the steam economy resulting from superheating.

J. K.

BOOST THE PLUMB PLANE

Questions and Answers

BY JASON KELLEY

Question. What is meant by the term "sustained hauling capacity" as applied to locomotives?

S. M.

Answer. Sustained hauling capacity is that the engine is able to make time over long stretches without going down for steam, as is so often the case where the steam-making capacity of the boiler is overtaxed. The sustained effort is usually provided for by a liberal proportion of boiler. The pounding of cylinders, superheating steam and the use of the brick arch also means to that end, as is also the use of a super working automatic stoker; in anything that will improve steam making, or reduce steam consumption, to improve the sustained hauling capacity of the engine.

Question. Which is the best heating surface—the flues or the firebox?

S. M.

Answer. To solve that question one must first take into consideration that one must have a firebox, also that it must have sufficient grate area to burn enough to produce a certain amount of steam which when distributed over a certain proportion of flue surface will produce the steam needed to supply the cylinders as required. Authorities differ as to whether the firebox or flue heating surface is the most effective for steam making. If the flue surface is in excess of proportion to the grate surface, then a reduction of the former and a corresponding increase of the latter will, of course, bring results; the same is true if the case is reversed.

Firebox heating surface is always more efficient for steam making than grate surface, but if the grate area is the same as the crown sheet there is a saving of fuel because there is not sufficient space in the firebox for the commingling of the gases of combustion, nor is the firebox temperature so high as where the combustion is more complete, for which reason the reduction of grate surface and the shortening of the firebox in order to provide space for a combustion chamber between the arch and the crown sheet—as in the Gaines type of locomotive—makes not only a better steam engine, but one that is more economical in fuel. This theory looks good and we are reliably informed

that practical test has proven it to be so.

Question. What are the benefits derived from the "booster" used on the New York Central road, and can it be used on all kinds of engines? W. S.

Answer. The booster can only be used on engines having trailing wheels. Its chief advantage is in helping start trains. This is a great advantage in passenger work, as rough handling is sometimes necessary where there is a small margin of power for starting. It also permits the use of a lighter engine on a passenger run than could be used without it, as the engine is frequently unnecessarily large and heavy for running power in order to have the starting power required.

Question. What is the power of the booster? W. S.

Answer. The builder claims it has a degree of power equal to the proportion usually supplied for a locomotive weight of 50,000 pounds.

Question. Does an engine carry water better with a light throttle than with a heavy one? R. M. C.

Answer. The amount of opening of throttle makes no difference, it is the quantity of steam that the cylinders use that has most to do with the carrying of water, as it is the rush of steam from boiler that indirectly causes the agitation in the water, the direct result of the action of the steam passing through the water from the heating surfaces to the steam space to supply the consumption. An engine may be worked with a full throttle without disturbing the water if the lever is set in short cut-off because the steam consumption is light and the volume of steam leaving boiler does not cause violent steam circulation through the water in boiler, and again the throttle may be not opened so wide, but if the cut-off is longer the water in boiler may be raised considerably. The speed of engine has a bearing in the case, as the faster the piston action, the greater is the steam consumption and the effect upon the carrying of water. It is for this reason that slow freight engines in bad water districts will carry bad water better than engines doing fast work.

Question. What effect will the booster I read about in the JOURNAL recently have on the train tonnage? A. D.

Answer. If the railroads continue the policy of making the train rating all

the engines can start, then we may expect an increase of tonnage on freight trains. We are told that the principal advantage looked for in the adoption of the booster is the saving to drawbars and equipment in general, which will be no longer subjected to the jerking strains due to taking slack to start trains because the booster will furnish ample power to start trains without the need of customary rough handling often necessary to do that.

Where Was the First Railroad Built in the United States and for What Purpose Was It Used?

For the transportation of the granite of which Bunker Hill monument was to be built, a railway was completed at Quincey, Mass., in 1827, by Gridley Bryant and T. H. Perkins. It was operated by horse power. This was the first railway in the United States.

Bryant is accredited with the invention of the switch, as well as of the first eight-wheeled car. The wooden rails of the track were reinforced with an iron plating to make them more durable.

However, the first steam locomotive to be made in America had been constructed in 1797 by A. Kingley, who tried it out upon the streets of Hartford, Conn. The first railway charter was granted in 1825 to the Mohawk & Hudson Co., New York City, but through lack of funds, the company could not undertake construction. Charles Carrollton of Carrollton, the last surviving signer of the Declaration of Independence, laid the cornerstone of the Baltimore & Ohio railroad on July 4, 1828, a road intended for horse cars only.

The first locomotive trip on a railway which was made in America was effected with an English made engine. The trip was made by Horatio Allan, a New York engineer, over the Carbon-dale & Honesdale railroad, which ran from the Lackawaxen canal to the Lackawanna river, to afford coal transportation from Luzerne county, Pa.

The first railroad locomotive of American manufacture to be successfully used was run on the South Carolina railroad, the first road constructed in this country for the exclusive use of locomotives. That was an engine known

as "The Best Friend," afterwards re-christened "The Phoenix," designed by E. L. Miller of Charleston, and built by the West Point Foundry on the Hudson. It ran successfully for two years, when it was destroyed by an explosion. Its first trip was made on Dec. 9, 1830.

During the same year, Peter Cooper built an engine at his iron works at Canton, Md. It was christened the "Tom Thumb" and tried out on the Baltimore & Ohio railroad. While it was theoretically practical, it was found to be too small for general service and was soon abandoned.—By Harlowe R. Hoyt.

Gyroscope Stabilizers

Seasickness has been the one great drawback to sea travel ever since that form of traversing the globe first began. In the aggregate it has probably caused as much misery and suffering as any of the minor bodily ailments peculiar to man. And, notwithstanding a great amount of research work by the medical profession, the only known cure for it so far is to grin and bear it until one becomes immune to its attacks.

But a great many people never become immune to seasickness who are yet compelled, by the nature of their business, to frequently travel by water. It will be good news to them therefore to learn that at last something has been discovered that will prevent seasickness by eliminating the cause, which, as everybody knows, is the rolling of the ship. This something is the Sperry gyroscope stabilizer.

Already a number of transatlantic liners have been equipped with Mr. Sperry's invention. Briefly, it consists of an immense flywheel located at the vessel's center of gravity, and kept revolving at great speed on a plane at a right angle to the perpendicular of the ship. The working principle involved is the same as that which keeps a bicycle or a boy's top in an upright position as long as it is kept going at a certain minimum speed. It follows then that a flywheel of the kind described, if of a weight proportioned to the ship's tonnage, tends to keep her on an even keel, thus eliminating the principal cause of seasickness.

That there is some merit in the Sperry gyroscope stabilizer is indicated

fact that the Pacific Steamship Company is investigating its possibility of the view of having it installed on new liners soon to be allocated to the company by the Shipping Board. In connection Mr. M. F. Cropley, general manager of the Pacific Steamship Company, is quoted by the *San Francisco Chronicle* as having said: "The cost of stabilizers for each ship is a quarter of a million dollars. The machinery will require the sacrifice of precious space in the hold of the ship to accommodate 125 cubic tons of machinery. From these figures it can be seen that the device, once installed, must prove effective, for not only does it add heavily to the initial cost of the ship, but reduces the freight revenue, and thereby the revenue. But it will prevent seasickness the consequence will be worth to us many times the cost and the space it occupies." The device is reported to have proven effective, "regardless of the roughness of the sea." We are free to conclude, however, that we have serious misgivings as to how the thing will work when there is a heavy sea running, especially a heavy beam sea. What, for example, would be likely to happen if a lumberer came rolling along and a gyroscopically stabilized ship rolled on? Which brings to mind a conundrum about what happens when an irresistible force meets an immovable body. In the case of the stabilizer and the lumberer, our money goes on the lumberer to come out first from the mixup. It's a dead cert that if the ship didn't heel overboard a bit when struck by the lumberer, she would be overboarded by the latter. The result, if the ship foundered there and then, would mainly be that her decks would be clean, and probably most of her cargo works smashed into smithereens. On the other hand, if the ship did yield to the lumberer, with the gyroscope stabilizer going at full speed, the consequences might be even worse. The result then would be that the great ship suddenly put upon the stabilizer would cause its shaft to break, and send the flywheel crashing through the side. It needs no particularly fertile imagination to picture what would happen next. — *The Seamen's*

Journal Questionnaire

Question. What is your full name and occupation?

Answer. William Jones. Locomotive engineer.

Question. Have you a nickname, and if so, how did you get it?

Answer. They call me "High Water Bill." You see, I had learned by close observation that engines could be burned but you couldn't drown them, so I governed myself accordingly and played the game safe.

Question. What has been your chief aim in life?

Answer. To hold my job until I was 70 and then draw a pension or two the rest of my life.

Question. What particular act or acts of heroism have you performed in the line of your duties as an engineer, that you can now call to mind?

Answer. Telling the fireman after he was promoted that he was firing too heavy, and putting on the injector when the water was out of sight in the bottom of the glass.

Question. How does the modern engineer compare with the runner of forty years ago?

Answer. Well, I will answer that by saying that the runner of today believes the old timer of the '80s couldn't get to first base with the complicated machinery of the locomotive of the present, and the old timer knows the modern engineer couldn't get there without it, so there you are. And, by the way, I'm an old timer myself.

Question. What do you consider as having been your fastest runs?

Answer. Those made trying to wake up, eat a meal, walk a mile, oil an engine around and leave on time on a 45-minute call.

Question. What have been your most trying experiences as a runner?

Answer. Trying to suit about a half dozen bosses and myself at the same time, not to mention the fireman, the brakeman, the conductor and others. If there was any other equally trying thing it was that of hunting for another job after failing to suit that bunch.

Question. If you woke up some morning to find that you were worth a million dollars, what would you do?

Answer. Telephone for the police.

J. K.

Stopping Fuel Waste

If one can believe current rumor and some public expressions of railroad representatives, there is to be a general campaign inaugurated against fuel waste on locomotives during the coming year. How the work is to be conducted has not yet been disclosed, although there is no doubt of the great need of something being done in some way, any way that will stop the fearful fuel waste seen on nearly all railroads, which at prevailing prices represents a prodigious loss.

There are several reasons why the engineer should welcome really progressive work along the line of fuel saving. One reason is that it would be necessary to take him into account and enlist his co-operation to make the movement a success, thus restoring a prestige he has not enjoyed for a long time. Not many years ago the railroad officials thought they had awakened to the fact that since the engineer did not have as much to do with the drafting of locomotives as formerly, he had ceased to be an important factor in the general scheme of fuel saving. They seemed to think that the modern book education of the fireman giving him three grades to pass before promotion qualified him right on the start to exercise more intelligent judgment in the handling of fuel than if directed by the engineer who had merely a practical training gained by handling the scoop anyway, most of which it was thought he had forgotten, or if not, it was not considered as being applicable to modern locomotive practice.

Well, they guessed wrong. The scientific (?) training the fireman gained in the books merely fed him up on dope which had no intimate relation to the practical work of firing, but which sometimes did have the effect of making him feel superior to the man on the right side who had learned more about firing a locomotive by practical experience than the fireman could learn in a lifetime from the books, which treat only on the theory of fuel saving in locomotive practice.

An experience of more than thirty years perhaps should make the writer feel qualified to express an opinion on this subject, and in doing so I will say that too much stress cannot be laid

upon the need of more reliance being placed in the engineer.

Fuel saving was never so generally practiced by enginemen as in the old days when the fireman was Jack and the engineer was master, and until that condition, that relationship between the enginemen, is restored, all the books and all the lectures on fuel saving represent but waste of money and ill-directed effort.

It may be humiliating to some officials who have tried to ignore the engineer to have to now concede that he does cut some figure in the game of railroading, even to the extent of directing the work of the fireman, but they may have to come to it, for when coal cost the railroads \$4 a ton and up, instead of 90 cents and up, as in other days, fuel saving changed from a theoretic fad to a very practical necessity.

So the more thorough the fuel-saving campaign the better, for if the promoters go deep enough they will find out that the engineer, if sufficiently encouraged, is a most important cog in the work of fuel saving. J. K.

Lubricators

I was interested in the article on page 915 of the November JOURNAL, in which Bro. J. C. Boyle makes a comparison between the force feed and hydrostatic lubricators. His preference for the latter type is summed up in the last paragraph of his article, where he says, "I am a bit doubtful, after 20 years of engine work, of the wisdom of relying upon a lubricator that must depend upon mechanical motion for its operation, and the roundhouse mechanic for its upkeep."

It is true that after such a long experience with any type of engine or accessory of any kind, that one looks with disfavor upon any innovation, but our preference for the change from the hydrostatic to the force feed lubricator is merely to provide lubrication to locomotive valves and cylinders is based upon our belief that the latter is the only means we know that will do it so perfectly with the modern locomotive using superheated steam.

The fact that the forced feed lubricator is operated mechanically and feeds in proportion to the piston and valve movement, when the engine is operating

is important because the feed is not in proportion to the work done, but feed action is as positive as the movement of the parts it is required to lubricate for, besides which, the may be regulated to correspond the area of the surfaces to be lubricated. Could anything be more valuable than that? Does that not all the requirements of the service? Positive feed and perfect proportion and the adjustment of feeds depends upon the terminal force is also decidedly in its favor. It is an situation, and a logical one, that department which fixes the oil allowance should control the lubricator as the authority to direct and the responsibility for results should be looked as closely as possible to get the best results.

The writer has no interest whatever in the subject excepting to point out the faults of the one and the virtues of the other, with a hope that the time is not far distant when the economy of oil and fuel and the wear and tear of the machinery, which are all closely related to lubrication, will be a problem for the company itself to solve, and the force feed lubricator supplies the proper mechanism by which that may be done. That would relieve the engineer of one of the most annoying of his numerous burdens, and one that has grown more irksome with every advance in locomotive design.

JASON KELLEY.

The Twelve Hour Limit for Service of Train Employees

If ever the limit of hours of service of railroad trainmen should be reduced from 16 to 12 hours—as we think they will—a large share of the credit for that much needed change must be given to Mr. J. F. Bailey for his advocacy of it in the *San Antonio World*.

The persistency with which Mr. Bailey had advocated that change and the logical reasoning with which he has supported his contention are the surest evidence of a firm conviction founded on inside practical experience. Mr. Bailey knows as every practical railroad man knows, that a reduction of the length of continuous service would not only make for increased efficiency of train movement, but would also add

a measure of safety and economy that is essential in the highest degree to successful railroading.

The policy of the railroad management is always reflected in the work of the employees. If that policy is not based upon sound principles its influence as a guiding factor leads those who come under its influence to indifference in their service, and if in its operation it works needless physical hardship upon them, as the 16-hour limit certainly does, it breeds a feeling of resentment which precludes the possibility of loyalty and intelligent effort of the individual workers, and effectually kills that co-operative spirit, that team work between them, without which safe and economical and efficient train movement is impossible.

When Mr. Bailey contends that the 12-hour service limit is a "Safety First device," he utters a truth that defies contradiction. Down deep in their hearts the operating officials know he speaks the truth, and if they were free to exercise their choice in the matter, the 16-hour limit would soon be cut down.

But progress in railroad development is proverbially slow. We saw that in the hesitancy of the railroads to adopt safety appliances which have since proven to be the best kind of investments, from every point they may be viewed, but with the growing impetus of the Safety First movement may we not expect to soon see Mr. Bailey's hopes for the 12-hour service limit realized, for the writer believes, as he does, and as every one else who has inside knowledge of the facts, that it would be the longest stride towards promoting safety in train movement that has been made in recent years.

JASON KELLEY.

Taking Down Rods

Old customs must give way to modern practice. This is due sometimes where conditions have changed, as in the rules for reading water level in boilers by the water glass today in preference to the gauge cocks which until recently were regarded as the only reliable gauge to go by, but even where conditions, or at least principles, have not materially changed, the old should be laid aside when the new proves to be superior to it.

We all know it has ever been one of the standing rules to govern engineers, that in case of accident necessitating the removal of a side rod the engine should not proceed until the corresponding rod, or rods, on the opposite side of engine were also removed, and there were no exceptions to that rule. We have found, however, that there are cases where that is not necessary, as where the engine is disabled so the engine can only be run on one side.

Say, for instance, the left main pin is knocked off a six-wheel connected engine. That would remove all side rods on that side. But there is no need of taking down the side rods on the good side in such a case if it is desired to run the engine on one side or be towed.

If damage results from leaving up a side rod when the opposite one is down it is caused by the power of the opposite side of the engine, but when the main pin is gone there can be no power exerted on that side, hence no damage can result to rods on the good side.

Were it not for the helplessness of the single engine when on the center, there is no reason why the locomotive could not be run as a single engine all the time. The fact that it would need side rods to couple the drivers would not stand in the way.

We must break away from the old customs. It used to be considered an awful breach of good practice to leave a main rod up on a dead side. The writer recalls quite distinctly of being told, after bringing in an engine with left main rod up and the cylinder cocks removed, that it was a wonder she didn't "tear herself to pieces." But she didn't. In later years when it became impossible to remove the main rods on the road they are being run on one side and being towed dead and they are not "tearing themselves to pieces" either. The same is true in the case of leaving up the side rods on one side when the rods are down and the engine is out of commission on the opposite side, for they will do no damage whatever and will save a lot of labor and valuable time.

We frequently receive requests for information on the side-rod question, and only recently we were informed of an engineer being held out of service for leaving the rods up on one side

when they were all down, including the main rod, on the opposite side.

The engineer has had his share of crosses to bear under the best conditions, but his chief annoyances have been the result of being compelled to work under bosses who were not qualified for the job and could not be just, even when they wished to be. We have just recently been shown by Bro. A. C. Pack, Chief Federal Boiler Inspector, that the facilities provided for reading water levels in locomotive boilers have been absolutely defective for years, and dangerously so, and this furnishes a most striking proof of the burdens the engineer has had to bear, chiefly as a result of inefficient management.

It is time the railroads discontinued the practice of holding the engineer for everything. He has had to carry the blame for burnt crown sheets for years, when the blame really rested with the mechanical department, and we still find him subjected to regulations regarding the disconnecting of disabled engines that should long ago have been thrown in the discard. J. K.

Faded Glory

It's grante to be th' Chareman av th' Greevance Comatee.

The day whin yer illicted, be a big majoratee; Whin ev'ry lyal Brother at th' meetin' see ye'll do,

An' divil a man among thim knows that haff as well as you;

There's a feelin' grand that goes wud big raysponsabillatee,

At fursht, whin yer made Chareman av th' Greevance Comatee.

But a month makes manny changes, an' a year makes manny more,

So beefore yer turm is inded yer disgusted to the core;

Whin ye count how manny frinds ye lost an' inimies ye wun,

Th' more be things ye didn't do, than be th' things ye dun;

Oh, ye wunder whare's tha glory, wance so verry plane to see,

Whin sum wan else wur Chareman av th' Greevance Comatee.

Oh, ye'll thry to plaze aich Brother as at fursht ye thot ye cud,

An' thay'll not forget to hould ye to yer promise that ye wud;

But ye find that whin ye do a thing that plazes wan er two,

There's always atey-ate, er more, that want th' scalp o' you;

And that's what dims th' glory, that wan time ye cud see,

Whin sum wan else wur Chareman av th' Greevance Comatee.

JASON KELLEY.

Train Rules—Standard Code

BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

Question. When a train is put out for a regular train and the operator is given a holding order to hold this train for orders and afterwards the train is annulled, does this annul the holding order or must it be annulled with another order?

When caution card is issued, should clearance card be required? S. C. M.

Answer. When a holding order is put out for a regular train and afterwards the train is annulled, the holding order is of no effect. The following rule governs: "Orders held by or issued for any part of an order relating to a regular train become void when such train loses both right and schedule as prescribed by Rules 4 and 82 or is annulled."

When a caution card is given, if it contains no clause stating that there are no train orders, and, if the block signal is also the train order signal, then clearance card should also be used.

Question. (1) From A to C is double track. The west bound track is blocked. Trains No. 3 and No. 4 (both first-class trains) receive this order: "No. 3, engine 5106, has right over all opposing trains on eastward track from A to C except No. 4. No. 3, engine 5106, will meet No. 4, engine 5109, at B."

The question is, can such a movement be made without converting the eastward track into single track and operating under single track rules, and is the dispatcher within his rights putting out such an order?

(2) From A to C is double track. Extra 2788 west receives this order at A: "Extra 2788 west has right over all opposing trains on eastward track A to C except No. 2. No. 2 will wait at C until 9:15 p. m."

If extra 2788 cannot clear the time of No. 2 at C, can it proceed on the order and clear No. 2 at B?

(3) A to B is one division, B being a junction point, while from B to C is an

other division. Each of these divisions has different superintendents and train dispatchers. It frequently occurs that a train is started from A with destination at C and will receive an order reading like this: "Engine 2929 will run extra A to B and meet extra 2890 east at B."

Should extra 2929 arrive at B and find that extra 2890 has not yet arrived, is it necessary for extra 2929 to wait at B until extra 2890 arrives? Understand, B is the end of one division and the beginning of another division. B is also the end of double track extending from B to C.

(4) A to C is one division, B to C is a separate dispatching district of the same division. C to D is a section of another division. Trains are frequently operated over these divisions in this manner: From A to B; B to C; C to D and then to E. Orders for this movement are as follows:

Order No. 1, "Engine 2840 will run extra A to E."

Order No. 2, "Engine 2840 will run extra B to C."

Order No. 3, "Engine 2840 will run extra C to D."

Upon arrival at B, Order No. 2 is received, but Order No. 1 is not annulled, and upon arrival at D we are expected to use Order No. 1 to get from D to E.

I claim that when I get Order No. 2 I hold two running orders, which is improper and conflicting, and that every time I go from one district to another I am a different train and upon arrival at D I should be furnished with another order to go to E. What is your opinion?

A MEMBER.

Answer. (1) The dispatcher has no authority to issue such an order. Meeting points cannot be fixed in that way on double track, as there are no rules governing the meeting of trains under such circumstances. The answer is "No."

(2) The answer is "No." For the same reason as given for Question 1.

(3) The American Railway Association has pronounced such an order improper for the reason that a meeting point cannot be fulfilled at a terminal. That is, when extra 2929 arrives at B it ceases to exist and cannot meet the other extra as extra 2929 because it has become simply equipment, or a train, but not extra 2929, its orders t

n as such extra having expired. But this point was set aside and the order permitted, would say the extra would have to wait at B until extra 2890 arrived.

(4) The orders are not right. If A and D to E are on the same dispatching district, then the order received at A should read: "Engine 2840 on extra A to B and D to E." Then on arrival at B another order could be given, B to C. But to give an order on extra A to E under such circumstances is entirely wrong and improper, as it covers several different dispatching districts.

Question. "No. 12 meet No. 13 at New London." Both trains arrive at New London, but No. 13 has only part of its train, displaying no markers. Conductor of No. 13 reports to crew of No. 12: "We are stalled for steam and the other half of my train is in the rear one station in advance of No. 12's section." Crew on No. 12 refuse to move, and after argument the dispatcher finally moved No. 12 with a gangman on No. 13's engine, returning the rest of their train. What about the rest in this case? **ANXIOUS MEMBER.**

Answer. The rules do not provide for emergency cases of this kind. Under the rules No. 13 has not arrived until the markers arrive, but in any case of doubt or uncertainty the safe course must be taken. It would seem that the meeting order should have been annulled to both trains.

Question. Please explain to me Rule 102. Some claim that this rule only applies when trains accidentally break apart. It is my understanding that the rule would apply where trains regularly double, or at any place where it might be necessary for trains to double, and no arrangements were made with the conductor, no scheduled or extra train could be allowed to pass the rear end of the train until the engine comes back.

A MEMBER.

Answer. Rule 102 only applies to a train that parts while in motion. In short, it is known as the break-in-two rule, and does not apply to cases where a train cuts for any reason. In case of doubling, protection must be arranged specially in each case.

Rule 102 is an emergency rule to protect the head end of a train in return-

ing for the rear portion. In some cases the head end of a train runs several miles before becoming aware that the train has parted. Perhaps one or more stations have been passed before the break-in-two has been discovered, and some train may be waiting on a siding for the train to arrive or pass, and, of course, should it pass without markers, the train must not leave the siding until the markers pass. Herein rests the value of the definition of a train: "An engine or motor or more than one engine or motor coupled, with or without cars, displaying markers." Remember, a train has not passed unless its markers have passed.

Rule 102 cannot in any case apply to a train that cuts for any purpose.

"Standard Train Rule Examination" is the title of a book gotten up by George E. Collingwood, Train Rule Editor of the *JOURNAL*, the 10th edition of which, in revised form, has just been completed.

The price of the book is \$2, postpaid. Address 407 Crittenden avenue, Toledo, Ohio.

Interesting Recollections of Great Men

In an editorial on Pullman car conductors the *San Francisco Call and Post* tells, among other things, this interesting story of the humble beginning of the Pullman car.

George M. Pullman, who was its inventor, was also the conductor as well as porter of the first car. He sold two tickets for each berth, four men to a section. Americans lived then more humbly. He sold half of a lower berth to one man and the other half to a second man. The second man came out and said: "Put me somewhere else; I can't sleep in that berth." "Why?" asked Pullman. "That other man is all doubled up in the berth and takes up the whole thing."

"I went in," said Pullman, "to make the other man move over to his side of the berth. I found a good-natured, tall young giant doubled up in there, and that was the first time I ever saw Abraham Lincoln. He bought the first half of the berth."

BOOST THE PLUMB PLAN



WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editress no later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to MRS. H. H. TURNER, 4944 McPherson av., St. Louis, Mo., and manager for the Grand President, to MRS. M. E. CASSELL, 1497 Alameda avenue, Cleveland, O.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 4229 West End avenue, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 7612 Rogers avenue, Chicago, Ill.

Spring

There is a feeling in the air,
That spring is on the way,
Nor should we be surprised to hear
The bluebird's call today.

The sap is rising in the trees,
The maples blush with joy,
Although the storm king lurking near
May all our hopes destroy.

But good house-mothers do not wait,
And through the land we hear
The whirr of their machines that make
Sure sign that spring is near.

The piles of gingham for new gowns,
The white goods, linen, lace,
And madras for the boys' new shirts
Among them find a place.

Ah, well, the springtime comes and goes,
The seasons follow fast,
The homes we love so well today
Will soon be of the past.

And of the sights and sounds of home,
In memory, serene,
There's none will linger longer than
The whirr of ma's machine.

FRANK FAIR.

A Bright Day

I have always thought it a good turn
of the wheel of fortune that gave us an
engineer as the head of our family. A
sort of superman, capable of undertak-

ing the control of those monsters of
steel and iron that almost seem alive.
Not once had I ever shared a ride with
him, and when an invitation came to
do so, we forgot all rules and gladly
accepted. On this day our engineer
was up and off before Apollo had
hitched his fiery steeds for his trip
across the heavens. We followed to the
scene of action later on, a coach laden
with men and women, off for a day's
angling and hunting, and by the time
we reached our destination it was time
to spread our lunch in the open. Hunger
applied a sauce piquant that turned the
ordinary food of our home dinner table
into manna. The blue sky above and
the shadow of the oaks and towering
pines lent their magic also. Nearby we
found a wonderful river filled with
water from the "fountain of youth,"
for staid and middle-aged as we are,
when we dipped our feet into its clear
water the years dropped away and we
were young—young as our eight-year-
old boy, who, donning swimming suit,
attempted great feats of daring, his
greatest efforts, however, only carrying
him a few feet from the shore. This
was well, for the strong current of mid-
stream might well test the strength of
the boldest swimmer. Hidden away in

ths of the nearby forest we discovered an old miners' cabin; deserted were found all about and on the inside was a gold pan. No one had been fairly successful, for we had improved the place and planted trees which were now hanging full of dried-up fruits. We fain to stay in this paradise, and like a pair, "walk and talk with the cool of the evening," but the chains of duty draw us, and like chains of love they must not be broken for fancies or dreams. We turn our feet toward the work of the hour. At the terminal we found a giant with a mouth that yawned like a cavern, savage teeth that tore at the mountainside till it bid it reach its very heart. After the of this great dragon had been for the day, we prepared for our journey and the promise.

"Eagle Eye" grasped the lever, the throttle, the bell clanged and off. The fear we had expected in its grip held aloof. Was our own husband and protector demanded this journey, who so touched this lever, and whose eye and ear were alert to the need? No fear bothered, only deep devotion and enjoyment held sway. We swayed and lurched and kept strained to catch all the beauty of the sun's slanting rays lent to the river, crags and lowland. A kept intruding itself—how foolish could be to disobey these orders—disaster would follow, and, too, obey the orders for travel on the narrow and narrow way given by our Officer who doeth all things

l this iron monster behaved well, although from gossip I heard reputation was not of the best. So much good in the worst of us, so much bad in the best of us it gives any of us to find fault with of us, and I make a polite bow to 2668 in thanks for a most of a day, and wouldn't you, I ask, come after such a day, with every crying a protest at the unusual placed upon it, and wearied exhaustion for such an experience.

MRS. EFFIE GOODMAN FOSTER,
Dunsmuir, Cal.

School of Instruction and Inspection

A school of instruction was held Nov. 18 under the auspices of Div. 215, New York. There were present one Grand Officer, two G. O. and Inspectors and nine Presidents of Subdivisions and 14 Divisions well represented. We regretted very much not having our Grand President, Sister Cassell, with us, but the serious illness of her husband prevented her presence. Our hearts went out to her in loving sympathy. We were very much pleased to have Sister Hienerwald, Grand Chaplain, of Philadelphia, presiding pro-tem. Under the leadership of the President, Sister Klothe, Div. 215 exemplified the ritualistic work, which was beautifully done and highly commended by Sister Hienerwald. She gave special praise to Sister Roe for her delightful music. Sister Hienerwald gave us a very interesting and instructive talk on the V. R. A. and Sunshine Club and we were benefited by her kindly criticism and instruction and all were well pleased with the day's work. A pleasant social time was had and in the evening about 100 attended "Tip Top" at the New York Theater.

Inspection of Div. 215 was held Nov. 23 and it was a great pleasure to again welcome Sister Terhune, as we all love her. It was an all-day session and all ritualistic work exemplified, having a real candidate for initiation. The work was done quickly and efficiently and we hope the Inspector thought, perfectly, as we are expecting 100 per cent. Sister Terhune gave us a very instructive address on the good our Order is doing, also explained the by-laws on attendance and election. Much praise was given our President, whose untiring efforts deserve it. We decided to add to the money received for "Dark Horse" at the school of instruction and send \$10 to our Grand President, Sister Cassell, for the Sunshine Club.

MRS. R. Q. KING, Sec'y Div. 215.

Installation is now over and many new presidents will have something to do to make a record for their year's work. We are still in the big drive for a 50,000 membership. Dear new President, do not let the work of your predecessor cease, but continue to bring into the fold those who should enjoy the same privileges which we enjoy.

Watch Us Grow

Should you ask us why this message;
Why we feel so proud of our Division,
With our star of undiminished lustre,
With fidelity, love, and charity,
With harmony, and with protection,
Why our love for our Grand President?
We should answer, we should tell you:

From that great lake we call Erie,
From Ohio's city, Cleveland,
Came our grand and loving President,
Came our Sister, Mary Cassell,
To the land of the Dakotas,
To a camp on the James river.

In June she came with sweetest roses,
Came she to organize us,
To make a grand G. I. A. of us.
And such lessons of love and duty
As she left with every Sister.

We never, never can forget her,
And we wish that each of you
Could know her and would love her
As Sisters of Div. 2-0-6 do.

Now, we are small and just beginning,
But, here's "good luck" to all of you;
Health and prosperity to our Grand President,
Onward, upward—watch us grow.

MRS. H. B. SEDAM, Sec'y Div. 206.

School of Instruction

On Wednesday, Dec. 10, a most interesting and delightful school of instruction was held with Div. 82, Scranton, Pa. Our Grand President, Sister Cassell, instructor. The meeting was called to order by our President, Sister Walters. The Guide announced the following Grand Officers in the anteroom: Grand President Sister Cassell, Grand Chaplain Sister Hienerwald and Sisters Yard and Georgia, G. O. and I. They were escorted to the rostrum and given Grand Honors. Twelve Divisions were represented and the following by their presidents: 488, 120, 38, 109, 214. Div. 82 exemplified the ritualistic forms and was highly complimented by Sister Cassell. After the balloting form Sister Cassell gave a fine talk on the use of the blackball, saying it should be the work of every Division to uplift and not down the wives of B. of L. E. men. We then adjourned for lunch, which was served at Hotel Jermyn. Our regular meeting was called to order at 2 p. m., opening in regular form with all officers in their respective places. There were about 200 present. Sister Cassell told us of the wonderful work being done by the G. I. A. for the widows and orphans and explained the purpose of the Sunshine Club and urged the members to do all they could toward these funds. An offering was taken amount-

ing to \$24 and the Division donated \$30 to the Orphans' Fund and \$10 to the Sunshine Club. Sister Cassell told us of the great advantages derived from membership in this Order and urged all to carry our insurance. Grand Chaplain Sister Hienerwald made a few pleasing remarks and offered a beautiful prayer and asked all Sisters to give Sister Cassell their support by doing their work well. While in our city Sister Cassell was the guest of Sister Georgia. In the evening a reception and dance was given at Elks' Club where about 200 members and their husbands were entertained. A short program of music was enjoyed by all. Sister Cassell gave the Brothers a final talk, urging them to have their wives carry our insurance. She was presented with a beautiful bouquet of American Beauty roses. Ice cream and cake were served and the rest of the evening spent in dancing and a general good time. All left for their homes feeling they had spent a most pleasant day and evening.

MRS. W. S. MULFORD,
Sec'y Div. 82

Ohio State Meeting

The Ohio State meeting was held at Columbus, Nov. 30, 1920, with 350 Sisters in attendance, being the largest State meeting ever held. There are 3 Divisions in Ohio and 33 were represented. We were happy to have with us "our own," Sister Cassell, Grand President, who in her own gracious manner gave us an interesting and instructive talk on the great work our Order is doing. She is like a ray of sunshine when in our midst and the cordial clasp of her hand is pleasant to those who grasp it. At her suggestion we gave the penny collection, which amounted to more than \$50, to the Orphans' Fund. Interesting talks were also given by Sister Jenney, Grand Treasurer, and Sister Howard, Ohio State President. Much praise was given Sister Humphrey for her beautiful vocal number. At 6 o'clock dinner was announced and all marched to the banquet hall, where, thanks to the Brothers of the city, covers were laid for 500, complimentary to their wives and the visiting Brothers and Sisters. Instead of the 500 expected, 900 responded, but the food multiplied, a

the loaves and fishes, all were satisfied. The janitor was heard to say, "Where did they all come from?" In the evening we were again the guests of the Brothers at a dance, but the happy part of the evening was given to Div. 116, whose guests we had been entertaining the day. This Division has a wonderful drill team, which entertained with a number of beautiful drills, the most beautiful being the forming of the word "Cassell" for our beloved Grand President. The members of the team were dressed in white and the leaders carried staffs bearing the word "Cassell" in gold letters. We had with us Mrs. Bradley, president of the auxiliary to the B. of R. T., Mrs. Statzer, secretary and treasurer of the same Order.

Everyone had such a good time and hope there will be as many, if not more, at the next State meeting.

SISTER LANDERS, State Sec'y, and
SISTER WELLS, Cor. Sec'y Div. 116.

Circuit Meeting

Nov. 18 dawned bright and clear for our twenty-third circuit meeting, which was held in O. U. M. Hall with a large number of local Sisters present and representatives from Carbondale, Scranton, Wilkes-Barre and Mauch Chunk. The meeting opened at 10:30 with Sister Richards in the chair. Sister Reilly, Div. 82, Mauch Chunk, was referee. All Sisters were pleased to have her with us. The ritualistic forms were amplified and at 12:30 we adjourned for dinner, which was served at the O. U. M. Club dining hall and proved to be most palatable. At 2 o'clock business resumed and a candidate initiated. The ritual and by-laws were thoroughly passed and all departed, hoping to meet again in Wilkes-Barre at a time designated by that Division.

A MEMBER.

Notices

The twelfth New England Union meeting will be held in New Haven, Conn., April 14, with Div. 177, in Thayer's Hall, 131 Court street, at 10 o'clock sharp. All members of the G. I. are cordially invited to be present.

MRS. R. H. OSMOND, Sec'y Div. 177.

The next meeting of the Middle Atlantic Circuit will be held Wednesday, March 16, under the auspices of Long Island Div. 272, in Masonic Temple, Stoothoff avenue, Richmond Hill, L. I. Meeting called for 10:30 a. m. All G. I. A. Sisters invited.

HENRIETTA L. JORDAN.

Kansas State meeting will be held in Wichita Tuesday, March 8. We are expecting this to be the largest and most enthusiastic yet held, although the Osawatomie on Feb. 2 was well attended and the crowning meeting was held in Kansas City, Kan., when we had with us our Grand President, Sister Cassell, who left with us many wonderful thoughts that will long be remembered by those fortunate enough to hear them.

KANSAS STATE SECRETARY.

The B. L. E. and the G. I. A.

'Twas in the year of '68
A little band of men
United in a Brotherhood
In the State of Michigan,
And there resolved that come what might,
United they would be,
In peace or strife, in death or life,
Be loyal B. L. E.
And this the fitting emblem
They gave it in its youth—
Morality and Justice, Sobriety and Truth,
And soon that little Order grew
And reached from sea to sea,
'Til now no prouder name is borne
Than this, the B. L. E.

If sickness to a Brother comes,
Or death or grief is there,
He then will find a Brother's arms
Reached out his load to share;
And if injustice seem to rise, no matter what
about,

The Grievance Man will do his best
To straighten matters out.
Bearing one another's burdens,
Speaking words of kindest cheer,
Straightening out each other's grievance,
As they work together here;
Working through the storms of winter,
Thro' summer's heat and midnight gloom,
In the chill of early morning,
Going out or coming home,
Oh, isn't it a sacred thing,
This kinship of a Brother?
Methinks it's what our Saviour meant
When He said "Love one another."

Then honor to that Order,
Long may it live and thrive,
We Ladies are united
And to help them we will strive;
For we, the wives of engineers,
Are always proud to say
Our husbands are the B. L. E.,
And we are the G. I. A.

MRS. HARRY COCHRANE,
Div. 138, El Paso, Tex.

A Union meeting of the Eastern Circuit will be held in Odd Fellows' Hall, 228 W. Main street, Norristown, Pa., Wednesday, March 2, under the auspices of Div. 413. Meeting called for 1 p. m. sharp. All G. I. A. Sisters invited to be present.

MARY DAVIS SUPER, Sec'y Div. 413.

DIVISION NEWS

A most splendid tribute to the esteem in which our Grand President, Sister Cassell, is held by the members of the G. I. A. was demonstrated on Dec. 17, when Gem of the Ocean Div. 250 beheld a continuous stream of Sisters, including Grand Organizers and Inspectors, Presidents, Past Presidents and other officers of Divisions of nearby States, filing into the beautiful Elks' lodge rooms at Stapleton, Staten Island, N. Y., on the occasion of the first official visit of the Grand President of the G. I. A. to Div. 250.

Although the meeting was called on very short notice and in consequence was given very little publicity, it was highly pleasing to see the number of Sisters who came from near and far to assist Gem of the Ocean Division in welcoming Grand President Sister Cassell and Sister Hienerwald, Grand Chaplain, to Staten Island. Three Grand Organizers and Inspectors, seven Presidents, a number of Past Presidents and about 80 members from Staten Island, Brooklyn, Bronx, Jersey City, Hoboken, Union Hill, Newark, Port Jervis, and New Haven, Conn., were present.

After a most delightful dinner and reception to the Grand Officers, the gavel sounded and what was afterward proclaimed the most instructive, inspiring and harmonious meeting within the memory of those present, took place. Grand President Sister Cassell was the recipient of a large bouquet of carnations and a gold piece, and Grand Chaplain Sister Hienerwald received a beautiful bouquet of carnations.

Sister McCaffrey donated a crocheted yoke, which was the object of a spirited drawing which resulted in a donation of over \$7 to the Sunshine Club.

After initiation the Grand President offered to answer questions on the Order and its work and many Sisters took

advantage of this opportunity to clear up perplexing points in ritualistic work which were in their minds. Sister Cassell gave a most inspiring talk on "The Work of the Order and its Future." Grand Chaplain Sister Hienerwald in her usual charming manner also gave a splendid talk which was heartily appreciated.

After the meeting the Grand Officers continued a sightseeing trip by auto over the high spots of picturesque Staten Island that began before the meeting. They voiced the sentiment of that eminent Staten Islander who once said, "God might have made a prettier place, but never did."

After spending the evening at the home of the President of Div. 250, the Grand President and Grand Chaplain embarked on a Pennsylvania flyer for their homes, and the memory of their visit to Staten Island will live long in the hearts of those present on that day.

MARY A. FOGARTY, Pres. Div. 250.

At a meeting held in Milford, Utah, Thursday afternoon, Jan. 6, the Sisters of Div. 500, G. I. A., installed their officers for the ensuing year.

Thursday evening B. of L. E. Div. 681 installed its officers.

Just as the engineers were concluding their installation ceremonies they were surprised by the Sisters of the G. I. A. who had prepared a delicious lunch. After refreshments the members enjoyed several musical selections by Mrs. Vivian Duffin on the saxophone, accompanied by Mrs. C. I. Himstreet on the piano. Cards and dancing concluded the evening's entertainment. Among the visitors were W. A. White and James Yates of Div. 222.

JOSEPHINE CALLOWAY, Milford, Utah

Div. 159, Memphis, Tenn., has just finished one of the most successful years in both a financial and social way and with the re-election of Sister Spillan as President and a rapidly growing membership we are looking forward to the biggest year in our history.

On Jan. 19 Success Division was hostess to all the Memphis B. of L. E. Divisions and their families, at which all had a rousing good time. A nice program was enjoyed by over 200. Bro. Albert Blankinship, General Chairman

Y. & M. V. Railway, was pre- with a beautiful watch and also a fine overcoat and suitcase, n of the high esteem the engi- old him for his untiring and un- kindness toward them for many s he has been General Chairman 008. Bro. Owen Finnegan, In- Secretary of Div. 23, delivered ents in beautiful words of high- em, followed by Bro. B. J. Mc- n, one of the oldest engineers on & M. V. in point of service and y years a good true member of f L. E. and co-worker of Brother ship. Bro. C. W. Miller, for years Secretary-Treasurer of paid a fine tribute to the Engi- followed by several talks from s of other Divisions. Sister C. er was presented with a lovely bouquet by Sister J. D. Ryan, ry of Div. 159, G. I. A., who in a sweet way thanked Sister Mil- er untiring service as chairman Entertainment Committee.

the program delicious punch e were served and the men were forward to engage in a guessing

Bro. Virgil Willis was the ne and was presented with a al fountain pen by the ladies of I. A.

MRS. C. W. MILLER.
MRS. J. C. COX.
MRS. J. W. JACOBS.
MRS. G. W. LUMM.
MRS. T. S. ROLLINS.

463, Enid, Okla., was inspected ed Rahmer of Oklahoma City, , 1920, Sister Cartright, the nt, calling the meeting to order m. The ritualistic work was fied and Sister Rahmer was pleased and complimented us making us feel that every ef- had put forth for the good of ision was worth while. We are hard in the membership drive e added nine new names to our ship roll and hope to get a few

Rahmer made us a splendid the orphans' fund and the V. We were so pleased with Sister as inspector that we hope she sent to us again. She was met station by Sisters Cartright nners and taken to the home r Gehream for lunch. Sisters

Decker and Miller entertained for the Auxiliary in honor of Sister Rahmer. The house decorations were chrysanthemums and other fall flowers and everything had been arranged for a pleasant evening. The Brothers of Div. 630 were invited and a large number responded. In the contest provided by Sister Miller, Brothers Randall and Bell tied for honors, but it was finally decided the prize belonged to Brother Bell. The prize, a bouquet of roses, was, in a few well chosen words, presented to Sister Rahmer by Brother Bell. Music was furnished throughout the evening by an Edison. A two-course luncheon was served by Sister Decker, assisted by a number of Sisters. We felt highly honored in having so many of the Brothers to meet with us and a cordial invitation is extended to them to attend all our social affairs in the future. While in our city, Sister Rahmer was the guest of Sisters Cartright, Gehream and Decker.

MRS. W. B. GEHREAM,
Corresponding Secretary Div. 463.

So many Divisions report large classes being initiated, and we are so glad the members are waking up to their individual responsibility in this matter. We will reach our fifty thousand if each one does her part.

Div. 249, Syracuse, N. Y., celebrated its twentieth anniversary Nov. 18, all members inviting their husbands, and about 75 were present. We had with us Sister Fogarty of Staten Island, President of Div. 250, who was the first President of 249; also A. G. V. President, Sister Miller. Meeting opened at 2:30 with 35 members present. Dinner was served at 6:30, with dancing in the evening, and all voted an enjoyable time.

MRS. W. H. BROWN.

The members of Div. 23, Corning, N. Y., held a very enjoyable surprise party at the home of our musician, Sister Kimball, on the evening of Nov. 11, and a delicious tureen supper was served at 7:30, after which the evening was spent in playing cards and visiting. Piano solos, readings and vocal duets were rendered during the evening. In a guessing game, the first prize was won by Mr. Ernst and the consolation by Hays Richards. While we were seated around the supper table,

Mrs. DeCoursey, in a few well chosen words, presented Brother and Sister Kimball with a beautiful piece of table linen, in honor of their thirtieth wedding anniversary. There were about 50 Brothers and Sisters present, and at a late hour all departed for home, wishing the Brother and Sister many happy years of wedded bliss.

MRS. H. ERNST.

Sunday, Jan. 2, B. of L. E. Div. 655, Clarion, Ia., held its annual installation of officers, and at the close of the regular meeting all were invited to the dining room and served with a banquet by the Sisters of Div. 427. This was intended for a surprise but the best part of it was when Brother Norris, in behalf of the Brotherhood Division, presented the Sisters with a receipt for this year's hall rent and then the collection taken for the flower fund amounted to \$10, and both gifts were greatly appreciated.

MRS. JEANNETTE STROM, Secy.

If more of the above meetings were held, it would be no trouble to get those eligible to realize what we are doing, and as soon as they know, they will want to come with us.

As Div. 175b, Stevens Point, Wis., has just passed such a successful year in every way, thought it might be interesting to our Sister Divisions to know some of the ways we have adopted, not only to replenish our treasury and relief fund, but to add social enjoyment as well. During the summer months we each earned a dollar and in the fall we gave an experience social which proved to be very amusing as well as adding a substantial sum to the treasury. At the suggestion of Sister Broten we have started a birthday box in connection with our penny fund which has proven a very good idea.

On Nov. 26 we were inspected by Sister Ellison of Fond du Lac and after the meeting the Sisters enjoyed a three-course dinner, and later in the evening attended a theatre party. It was a very enjoyable and instructive afternoon and evening and we all (especially the officers) felt gratified at the praise given by our inspector. We have worked hard to make our Division one of the best. Dec. 18 we gave a Christ-

mas party for the children, with Santa Claus, a tree, and everything which would add to the pleasure of the little tots.

We wish all Divisions a prosperous year.

BEATRICE BACON,
Cor. Sec'y Div. 175b

Div. 166, B. of L. E., and Div. 120, G. I. A., held a very impressive joint installation in the B. of L. E. hall, Carbondale, Pa., on Sunday, Jan. 2, 1921. The B. of L. E., with Wm. R. Thomas, as Chief Engineer, and the G. I. A., with Mrs. John Gilroy as President, look forward to a year of good work done by these two Divisions. The work, which is beautiful and impressive, was carried out in a very able manner, and much credit is due the installing officers.

MRS. W. R. THOMAS,
Sec'y Div. 120.

On the evening of Jan. 6 a joint installation of officers was held by G. I. A., Div. 386, and B. of L. E., Div. 868, Brooklyn, N. Y. The Brothers were installed by Bro. Wm. J. Orr, Grand Organizer of the B. of L. E., and the Sisters by Sister Hienerwald, Grand Chaplain of the G. I. A. She was assisted by Sister Terhune of Div. 410 as Installing Marshal. After installation the Brothers and Sisters requested the large number of visitors from neighboring Divisions and other invited guests to adjourn to the lower hall, where the tables were spread and delicious ice cream, cake and coffee were served to all present. The President, Past President, Guide and Secretary were each presented with an appropriate gift from the Division. Sister Hienerwald was presented with a beautiful bouquet as a token of the Division's love and appreciation for her every ready helpfulness. Brother Cunningham's daughter rendered a beautiful solo, after which dancing continued until the wee small hours, when the musicians, composing the seven-piece jazz band, very reluctantly played the old familiar tune, "Home, Sweet Home."

HELEN MCBRIDE, Sec'y Div. 386.

Div. 367, Allston, Mass., held its annual Christmas party at the regular meeting Dec. 16, the children and grandchildren being our guests. The

meeting was held first, at which
er of candidates were initiated.
ers were then thrown open to
ng guests, who enjoyed an en-
ment of songs, readings, etc.
laus appeared and distributed
each one, being ably assisted
wife, "Jessamine." Both were
me. Refreshments were then
and our thanks are due the
ment committee, as well as
laus and all others, who spared
in making this a most enjoy-
asion.

WM. H. WEEKS, Cor. Sec'y.

to the "Band Wagon" and help
women who are eligible to be-
members of the G. I. A. Every
uld consider it a privilege to
so great an Order. We are
who are doing things. Broth-
e your wifes to come to us and
he wonderful privileges which
theirs when they are with us.

18 was a gala day for Div. 262,
ati, Ohio, as it was our ninth
y, as well as being inspection
o. Sister Simms, our inspector,
ter Rowen of Indianapolis were
st very cordially, as they seem
st belong to us, for at one time
polis was a terminal for the
D. road, which has now passed
existence. An all-day meeting
d in Odd Fellows' Temple, and
Simms very ably inspected the
tic forms and work done for
st two years. She was pre-
with a token of our love. When
rk was finished all were invited
anquet hall to help to celebrate
thday. The Brothers of Div.
pted our invitation and enjoyed
ntiful spread prepared by the
and declared the engineers'
to be excellent cooks. We re-
a few birthday gifts, one being
antial gift of money from Div.
the past year we have added
w members (one for each year
old) to our list. We are doing
in the big drive for a fifty
ad membership.

MRS. ED MCAVOY.

will soon have our fifty thou-
every Sister does her duty.

Div. 492, Chicago, Ill., is prospering
financially, and in gaining new mem-
bers, having initiated several candi-
dates during the year. Interest and
good will prevails among the members
and occasionally we have something be-
sides business. At 10 a.m., Nov. 11 we
were inspected by Sister Mary Stofft.
After the questions and inspection of
regalia, books, etc., we adjourned for
lunch, at the words, "To the parlors,"
where a delicious luncheon was served
by the refreshment committee. At 2
p.m. we were again called to order to
exemplify the ritualistic work. All of-
ficers were dressed in white and looked
very charming as they stepped to the
strains of good music. Sister Stofft
praised us highly and we felt repaid
for the effort put forth to do our work
in the best possible manner and all too
soon the day ended. Sister Boomer
in a few well chosen words presented
Sister Stofft with a token of gold, tell-
ing her how glad we were to have her
as inspector and that she was always
welcome to Div. 492. Dec. 4 we held a
fancy work and apron sale and served
doughnuts and coffee, realizing \$75 from
the same. On Dec. 21 a social was
given for the members and their fam-
ilies. Cards and dancing were in-
dulged in and refreshments served and
all went home feeling it was an evening
well spent. It was our pleasure to
donate \$40 to the Sunshine Club, thus
doing "our bit" to bring sunshine to
the unfortunate Brothers at H. P. H.
A number of personal donations were
also made. Election of officers for the
year 1921 resulted in the election of a
splendid corps of officers and we look
forward to doing more and better
things as the years go by. On New
Year's evening we held a joint instal-
lation with the Brothers of Divs. 458
and 826. Six Divisions were repre-
sented as our guests, and it was an
evening to be proud of. First came
the installation of officers in Div. 458,
and then followed installation of Div.
492. All spoke of the beautiful man-
ner in which the installation drill was
executed, though at the eleventh hour
we feared it would be anything but a
success, as our President, who was to
have been the installing officer, was
taken very ill and unable to be with
us. However, Sister Boomer, one of
our members who never fails us, very
graciously responded to our call and

served as installing officer, and our joy was complete with her at the helm. Sister Boomer was escorted to the rostrum in form, and while advancing to the altar, Sister Lincoln sang a song of welcome and our President-elect, Sister Morton, received her at the rostrum and she was given the grand honors. She was presented with a bouquet of pink roses and carnations. Sister Dean, G. O. and inspector, was also escorted to the rostrum and given grand honors. She also served as installing marshal. Sister Boomer welcomed all and explained the nature of our meeting and proceeded to install the officers. All Past Chiefs present, and Brothers who installed their officers, were invited to the rostrum, and each one gave a short talk, Sister Boomer telling us of the moving picture machine installed through the Sunshine Club, and the topic nearest her heart, the V. R. A., also the Orphans' Fund, and altogether a very pleasant evening was spent. After all work was over, an interesting program of solos, readings and character impersonations concluded the events of the evening. The writer, who was chairman, felt repaid for all her efforts and feels it was an evening well spent. A good get-together spirit prevailed and as another year rolls around may it continue with the same good feeling and success. A Happy New Year to all Brothers and Sisters.

MRS. WM. C. DEAN, G. O. and I.

G. I. A. Voluntary Relief Association

Chicago, March 1, 1921.

To Division Secretaries:

You are hereby notified of the death of the following members. The amount due not later than March 31, 1921, for April quarter and Contingent Fund Assessment No. 12, is \$2.50 for those carrying one certificate, and \$5 for those carrying two.

Members insured during March will pay for April quarter and Contingent Fund Assessment No. 12 not later than March 31, 1921, or forfeit insurance.

Insurance Secretaries must remit by post office or express order, or bank draft if payable on Chicago, New York, Boston, Philadelphia, or St. Louis, Mo. Personal checks and those on any other city except above named cannot be accepted.

SERIES A

Assessment No. 929

Bangor, Me., Oct. 23, 1920, of surgical shock, Sister Flora Coombs of Div. 233, aged 66 years. Carried one certificate, dated October, 1903, payable to Rudolph Shea, nephew.

Assessment No. 930

Milwaukee, Wis., Nov. 30, 1920, of diabetes, Sister Isabella Schutt of Div. 256, aged 6 years. Carried one certificate, dated January, 1898, payable to Herman Schutt, husband.

Assessment No. 931

Clifton Forge, Va., Dec. 29, 1920, of asthma, Sister W. T. Sigles of Div. 397, aged 61 years. Carried one certificate, dated July 1, 1907, payable to W. T. Sigles, husband.

Assessment No. 932

Hoboken, N. J., Jan. 3, 1921, of surgical shock, Sister Cora Stackhouse of Div. 38, aged 52 years. Carried one certificate, dated December, 1904, payable to Albert Stackhouse, husband.

Assessment No. 933

Water Valley, Miss., Jan. 3, 1921, of pneumonia, Sister Blanche David of Div. 191, aged 52 years. Carried one certificate, dated March, 1915, payable to C. H. David, husband.

Assessment No. 934

Seattle, Wash., Jan. 5, 1921, of tuberculosis, Sister Josie Klinefelter of Div. 312, aged 4 years. Carried two certificates, dated June, 1913, payable to Geo. Klinefelter, husband.

Assessment No. 935

Fort William, Ont., Jan. 7, 1921, of uraemia, Sister Mary A. Smith of Div. 324, aged 65 years. Carried one certificate, dated December, 1904, payable to Gertrude McQuay, daughter.

Assessment No. 936

Middletown, N. J., Jan. 8, 1921, of embolism of brain, Sister Genie Kelsey of Div. 153, aged 48 years. Carried two certificates, dated April, 1908, payable to J. S. Kelsey, husband; Edith Kelsey, daughter.

Assessment No. 937

Bloomington, Ill., Jan. 9, 1921, of heart disease, Sister Jennie DuBois of Div. 55, aged 5 years. Carried one certificate, dated March, 1910, payable to Andrew and Frank DuBois, sons.

Assessment No. 938

Oswego, N. Y., Jan. 13, 1921, of cancer, Sister Henrietta Howey of Div. 315, aged 60 years. Carried one certificate, dated May, 1909, payable to Geo. Howey, husband.

Assessment No. 939

Marshall, Texas, Jan. 15, 1921, of tuberculosis, Sister Laura E. Bell of Div. 196, aged 6 years. Carried two certificates, dated December, 1892, payable to Ruth A. Bell, daughter.

Assessment No. 940

Pittsburgh, Pa., Jan. 16, 1921, of pneumonia, Sister Ida C. Bell of Div. 438, aged 53 years. Carried one certificate, dated September, 1900, payable to Garnett, Ruth and Dorothy Bell, daughters.

Assessment No. 941

Toronto, Ont., Jan. 16, 1921, of oedema of feet. Sister Anne Adams of Div. 161, aged 80 years. Carried one certificate, dated October, 1904, payable to Grand Division, G. I. A., and Sister Anne Adams, daughter.

Assessment No. 942

Chanute, Kan., Jan. 18, 1921, of cerebral hemorrhage. Sister Lavina Cameron of Div. 158, aged 58 years. Carried two certificates, dated July, 1904, payable to Lennie Pratt, daughter; and to K. Cameron, grandson.

Assessment No. 943

Los Angeles, Cal., Jan. 19, 1921, from accident. Sister Lelia M. Faust of Div. 104, aged 41 years. Carried two certificates, dated July, 1911, payable to Wm. Faust, Jr., husband.

Assessment No. 944

Nashville, Tenn., Jan. 20, 1921, of arterio sclerosis. Sister Adalaide Snyder of Div. 221, aged 58 years. Carried two certificates, dated April, 1903, and January, 1909, payable to Geo. Snyder, husband, and Rowland Snyder, son.

Assessment No. 945

Wymore, Neb., Jan. 20, 1921, of cholangitis. Sister Mattie E. Walker of Div. 445, aged 65 years. Carried one certificate, dated June, 1902, payable to Claude Walker, son.

Assessment No. 946

Chenectady, N. Y., Jan. 21, 1921, of arterio sclerosis. Sister Ella Rothmyre of Div. 198, aged 58 years. Carried one certificate, dated April, 1904, payable to Chris. Rothmyre, husband.

Assessment No. 947

Montpelier, Ohio, Jan. 24, 1921, of cancer. Sister Emma Tibbits of Div. 263, aged 58 years. Carried one certificate, dated July, 1906, payable to James Tibbits, husband.

Assessment No. 948

Carbondale, Pa., Jan. 29, 1921, of cancer. Sister Frances Maxwell of Div. 120, aged 62 years. Carried two certificates, dated August, 1897, and January, 1901, payable to John Maxwell, husband.

Assessment No. 949

Cleveland, Ohio, Jan. 30, 1921, of nephritis. Sister Agnes Prosser of Div. 65, aged 61 years. Carried one certificate, dated June, 1900, payable to W. H. Prosser, husband.

Assessment No. 950

St. Louis, Ill., Feb. 2, 1921, of apoplexy. Sister Annie Ring of Div. 179, aged 65 years. Carried one certificate, dated September, 1900, payable to Sidney Ring, son.

Members will pay Insurance Secretaries on or before March 31, 1921, or forfeit insurance.

Insurance Secretaries must remit to General Secretary and Treasurer by April 5, 1921.

Members in good standing on January quar-
ter 13,404 in first class and 7178 in second

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Secy. and Treas.
7612 Rogers Ave., Chicago, Ill.

Ye Olden Days

Hudson Ansley and Judge Davie were defending a white man for selling liquor to Indians. It was a jury trial, in county court, and when the evidence was all in, the attorneys for the defendant realized they were beat, on the evidence.

"Yes, sir, judge, we're trimmed," said Ansley. "But as long as I can talk we have a chance. You go down town and get a pint of White Wheat whisky. You put that in a china pitcher and then pour in some water, and set it on the table in front of me, and I'll sum this case up as it ought to be summed up. I can't work up any enthusiasm without the liquor, judge, because you know, and I know, that we haven't a leg to stand on."

So the judge got the pint, and Ansley began to sum up. Every minute or so he would take a drink. And it wasn't long before he was gesticulating and orating properly. And he was making an impression on the jury; he knew he was; he took another drink, a stiff one. Then a juror reached over for the pitcher and poured out a glassful of the water-colored liquid—and drank it!

Ansley finished summing up, and the jury retired to the jury room to deliberate. "Judge, we haven't a chance. Did y' see what that juryman did? That killed us. Yes, sir, we died the minute that White Wheat touched his palate."

"You can't tell, Hud, you can't tell. I saw that man drink that stuff. I watched him. You wait, Hud, you wait. Even the Lord Almighty doesn't know what a jury'll do. You wait, Hud; be patient."

The jury stayed out all night, and reported in the morning that they couldn't agree—eleven were for conviction and one for acquittal!

"Didn't I tell y', Hud? No one ever knows what a jury'll do. No, sir!"—
Cleveland Plain Dealer.

Join Now

The Plumb Plan League is organized by the chief executives of all railroad organizations, farmers' organizations and others who believe in permanent public ownership and democracy in the operation of the railways. All trade unionists should join the League and assist. JOIN NOW!

EVERY MEMBER GET A MEMBER

TREASURER PLUMB PLAN LEAGUE,

Machinists' Building, Washington, D. C.

Enroll me as member of the Plumb Plan League and include me as an active advocate of democracy in industry. I send you \$2.00, to apply to a year's subscription to *Labor*, the national labor weekly.

Name.....

No. and Street.....

Town or City.....State.....

The Plumb Plan League Booming

The following Divisions are now members of the Plumb Plan League:

1, 2, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14,
15, 16, 18, 19, 20, 23, 25, 27, 28, 29, 30,
31, 32, 33, 36, 37, 38, 39, 40, 41, 43, 44,
46, 47, 48, 49, 50, 51, 52, 53, 55, 56, 57,
58, 59, 60, 61, 64, 65, 66, 69, 71, 72, 74,
75, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86,
90, 92, 93, 94, 95, 96, 97, 98, 99, 100,
101, 102, 103, 104, 109, 110, 112, 113,
114, 115, 116, 117, 120, 121, 122, 125,
126, 129, 130, 135, 137, 139, 141, 143,
144, 145, 146, 150, 151, 153, 154, 155,
156, 159, 160, 161, 165, 167, 169, 170,
171, 173, 177, 178, 179, 180, 182, 183,
184, 186, 187, 190, 192, 194, 196, 197,
198, 201, 203, 206, 207, 208, 210, 213,
214, 215, 216, 217, 218, 219, 221, 222,
223, 225, 226, 228, 229, 231, 233, 235,
236, 237, 241, 244, 246, 248, 249, 250,
252, 254, 255, 257, 259, 260, 261, 262,
263, 264, 265, 266, 269, 270, 271, 272,
273, 274, 275, 276, 277, 280, 281, 282,
283, 284, 287, 289, 290, 292, 293, 294,
295, 297, 298, 299, 300, 301, 302, 304,
306, 307, 311, 312, 313, 314, 316, 317,
318, 324, 327, 328, 329, 333, 334, 335,
339, 340, 343, 347, 349, 351, 353, 354,
356, 357, 358, 359, 360, 361, 364, 365,
366, 367, 369, 370, 372, 376, 377, 378,
379, 380, 383, 384, 385, 386, 387, 389,
391, 392, 393, 394, 395, 399, 400, 401,
402, 403, 404, 405, 408, 411, 415, 418,
420, 421, 424, 425, 426, 428, 429, 430,
431, 432, 433, 434, 435, 436, 439, 440,
441, 442, 447, 448, 451, 452, 454, 456,
457, 458, 459, 461, 462, 464, 465, 466,
467, 468, 471, 478, 475, 476, 477, 480,
481, 483, 485, 488, 489, 490, 491, 493,
494, 495, 496, 497, 498, 499, 500, 501,
502, 503, 504, 505, 506, 508, 513, 517,
519, 520, 523, 525, 527, 530, 531, 533,
536, 537, 538, 539, 543, 544, 546, 547,
549, 550, 551, 552, 555, 559, 560, 564,
566, 568, 571, 573, 576, 577, 578, 580,

582, 584, 585, 588, 589, 590, 591, 592,
595, 596, 598, 599, 601, 602, 604, 605,
606, 607, 610, 611, 612, 613, 615, 618,
619, 620, 621, 623, 625, 626, 627, 629,
630, 632, 634, 635, 638, 640, 641, 643,
644, 645, 646, 649, 651, 652, 655, 656,
659, 660, 662, 664, 665, 666, 668, 670,
672, 673, 674, 678, 680, 681, 682, 683,
685, 688, 690, 692, 695, 698, 699, 701,
704, 706, 708, 709, 710, 712, 713, 714,
719, 720, 722, 724, 725, 727, 731, 734,
738, 739, 740, 741, 742, 743, 744, 745,
746, 748, 754, 755, 757, 758, 759, 760,
761, 763, 766, 768, 772, 775, 776, 777,
778, 779, 780, 784, 785, 786, 788, 789,
790, 791, 792, 794, 795, 800, 802, 804,
805, 806, 812, 814, 820, 824, 829, 830,
831, 833, 834, 836, 838, 839, 841, 842,
845, 849, 850, 851, 857, 858, 860, 861,
863, 865, 867, 869, 870, 871, 872, 875,
880, 882, 883, 886, 219, 227, 330, 647,
119, 136, 209, 230, 253, 352, 541, 687,
729, 732, 826, 835, 887, 87, 472, 633,
880, 882, 883, 886, 219, 227, 330, 647,
702, 54, 147, 650, 45, 323, 238, 202, 253,
296, 338, 45, 193, 211, 565, 773, 42, 808,
767, 348, 7, 87, 164, 205, 342, 575, 801.

We still find that far too many of our Divisions have not joined the Plumb Plan League—we are very sure that if this matter were given the consideration that it deserves, not only every Division, but every member of the organization, would join the Plumb Plan League.

Yours fraternally,

W. S. STONE,

Grand Chief Engineer.

H. E. WILLS, L. G. GRIFFING,
F. A. BURGESS, M. E. MONTGOMERY
ASH KENNEDY, H. P. DAUGHERTY,
E. CORRIGAN, A. JOHNSTON,
Ass't Grand Chiefs.

C. D. JOHNSON,

S. H. HUFF,

Acting Asst. Grand Chiefs

Attest: WM. B. PRENTER, F. G. E.

on of All-American Co-operative Congress, Cleveland, Ohio, Feb. 1921

MORNING SESSION, FEB. 10

H. Gustafson, president of American Co-operative Commission, presided at the meeting to order at

account of the inability of Cleveland mayor, Mr. Fitzgerald, to be present, his representative, Mr. [unclear], rendered a very able address to the Congress, stating that in honor found it impossible to be there; that on account of the stress of business of the city, it was impossible for the mayor to be in his office for five minutes, but that had been requested, in the name of the city, on behalf, to extend to the Congress the hand of fellowship and to give a hearty and cordial welcome to the city of Cleveland. He said that he was confident the people of Cleveland would give a listening and willing ear to anything that might be said and that the Congress for the next few days, like others, have been victims of mismanagement and of errors in the matter of necessity and have had to pay the price and are looking for a way out.

Gustafson stated that the next speaker on the program was going to be introduced by a man who needed no introduction from him, and he was from the country over, and that it was through his efforts the Congress was being held in the city of Cleveland. He then introduced Mr. Warren, Grand Chief Engineer of the American Association of Locomotive Engineers. Mr. Stone stated it was with great pleasure that he welcomed the All-American Co-operative Congress to the city of Cleveland and to the B. of L. E. building. He called attention to the fact that the B. of L. E. building had been erected and is owned by organized labor and is one of the things that has been a landmark, showing what organized labor can do. He expressed the hope that the three days of the Congress would be so conducted as to accomplish something, because he felt that we are facing a crisis in this country at this time which is more critical than at any time during the war. He further stated that

it was his desire to have the Congress held in Cleveland and extended a hearty welcome to all members present, as he wanted them to see what a labor organization really has accomplished—to see the working of the B. of L. E. Co-operative National Bank—a bank organized first of all for service and not for profit. Mr. Stone then called attention to the remarkable growth of the B. of L. E. organization and extended to the members of the Congress an invitation to visit its different departments, to see how the organization handles \$183,000,000 of insurance on its thousands of members, and how it handles its pensioned and indigent members, adding that what the B. of L. E. has accomplished in this direction, other labor organizations are doing in this and other cities of the country. He laid particular stress on the fact that the three days of the Congress should not be devoted to mere resolution making, but that some real live action should be taken and a solution found for the problems now confronting us.

Mr. Gustafson then introduced the next speaker, Mr. L. E. Sheppard, President of the Order of Railway Conductors, who was followed by other speakers prominent in the co-operative movement, including Dr. Frederic C. Howe, a recognized authority on co-operative banking and credit; W. F. McCaleb, manager of the B. L. E. Co-operative National Bank; Mr. Wm. H. Johnston, President of the International Association of Machinists; Geo. P. Hampton, General Manager of the All-American Co-operative Congress; John F. McNamee, Editor of the B. L. F. & E. magazine, and others.

The convention adjourned at the close of the afternoon session on Saturday, the 12th, and it was the consensus of opinion of all that the exchange of ideas among the leaders of the movement at this convention, did much toward spreading the light of co-operation, blazed the way to the accomplishment of more tangible results in the near future on a larger scale than has heretofore been attempted in this country.

About 1,200,000,00 tons of coal are used throughout the world annually.

Coming Events

While it can be truthfully stated "coming events cast their shadows before," insofar as relates to certain matters, it does not necessarily follow the coming convention will "practice what we have been preaching," since sane men are susceptible to changing their minds, or to quote the Scriptures, "The wise man foreseeth the evil and hideth himself, while the wicked go on and are destroyed," but before going further, possibly it might be best to state I am not quite sure the foregoing quotation is correct, but in substance it is the teaching.

However, it now seems a number of very important matters will be brought to the attention of the delegates, including amendments to our insurance laws, possibly some changes in the pension plan, some much desired changes in the Chicago Joint Working Agreement or its annulment, likely an increase in the number of Assistant Grand Chiefs, maybe the submission of some plan to pension some of our Grand Officers who have served the Organization for years, while legislation, the Plumb Plan and the Brotherhood Bank will receive the attention of the convention, hence it now seems the delegates will have lots to think about and to do when we convene.

I do not believe in running the steam roller, or hurrying through our sessions and act in haste and pay a penalty in sackcloth and ashes for the next three years following. I contend it is far better to "make haste slowly," weigh well what we are doing, view our labors from every angle and know just where we stand, than to have cause to regret what we have done. I fully appreciate it is a costly proposition to hold our conventions, but when we stop to think what we have lost since the last convention, the cost to each member for holding same sinks into oblivion. If I mistake not, the assessment to reimburse the Grand Lodge was less than \$3 (possibly I have this assessment confused with some concerted movement assessment), but I would like to ask if there is a living member of the Brotherhood who has not suffered three hundred times this amount in dollars and cents since that time? I maintain we have not only suffered in a monetary way, but further, we have paid a dear

price in another way. Maybe I am all wrong in my ideas and views, but as I am agreeable to give the other fellow his way of thinking, I am going to maintain the same privilege, yet am open to conviction, and when "they show me," then will I agree to other theories and teachings.

Much has been said about making certain changes in our insurance laws with the view making it possible to pay our members their insurance when they have reached a certain age, 70 years seeming to be the age most acceptable to the many who have expressed an opinion. This, like everything else, has two sides to it, but one thing has been accepted by all discussing it, that being it will cost something, and from the best information yet submitted, the cost will be so great it is feared it might prove objectionable. I surmise the older men are not particularly opposed to such a policy, but the younger element is protesting, and while they may feel amply justified in this, it might be well to realize the young men of today are the old men of tomorrow, and, after all, they, too, are benefited. However, we have good men at the head of our insurance and they are augmented by our Advisory Board, and I am perfectly agreeable to let them make submission to the convention of such policies as they may deem best, and while I am one of the old men, their recommendations will be freely accepted as sound and well-founded. They know their business, so let us listen to them and not seek to run something we really know nothing about, possibly basing our conclusions on imaginations and fancy rather than on cold facts.

I shall not again express my opinion relative to the Chicago Joint Working Agreement other than to say, as I said it, insofar as the engineers are concerned, "it has been weighed in the balance and found wanting," and it is to be hoped some fair and just change will be made in it, and possibly this can be accomplished; it is to be hoped so, at least.

I understand there will likely be submitted a plan to pay to the widow suspension as the Brother may have been entitled to at the time of his death. I would not have anyone believe I would oppose the creation of any changes that might prove beneficial or helpful to either a Brother, his wife or his d

ta, but this is another proposition that is going to cost something, and I better consider well whether or not a move will prove a drawback. Laying a stepping-stone in the right direction to carry the pension, and would I need to see such a law passed if it is successfully carried out, but if it proves harmful to the building up of the pension, let's not adopt such a

have not been particularly interested in some of the new features of insurance adopted at the last convention, simply because I am too advanced in years to take advantage of most of them, therefore have no intention to offer on any proposed changes in them.

In my mention is made of pensioning of our old true and tried Assistant Chiefs, and possibly other attendants of the official family, not the least personal discourtesy is implied, but we must remember we are emerging from a condition made worse by the World War, and we will be confronted with many important and burning questions, and if there ever was a time when it seemed we needed help, when our Grand Officers will be needed and kept on the go, that time is past, and will no doubt continue for some time to come. This is going to be something, too, but let us not be very wise and pound foolish," but let the issue square in the face and do not realize this as a necessity and select men best suited for these positions. There will be one vacancy caused by the death of Brother Cadle, and half of the official family is to be elected at this convention, but I cannot say who they are. If the delegates decide it is wise to continue our old system of men who have served us so faithfully rather than pension them in their declining days, and keep every one of them in service, I certainly shall not oppose this action. If, on the other hand, it is deemed best to pension the old ones and elect younger men, still I am agreeable. I am quite sure this matter will be brought before the convention.

There will be many other matters for the convention to consider, all of which will deserve more or less attention and careful thought, and while we wish to curtail as far as possible the

expense incidental to holding the convention, let's not lose sight of the old saying, "It is better to be safe than sorry." FRANK E. WOOD, Div. 755.

The Influence of Bad Example

While the railroads are grieving over the lack of efficiency of railroad employees, they overlook the fact that the railway officials are themselves much to blame for that.

The autocratic bearing of the average railroad official in high position is proverbial. The most exclusive, that is to say, the most unapproachable men in this country are high railroad officials, and the autocratic airs they assume are aped by those in the lower positions, all of which has a repelling effect upon the employees, killing that spirit of loyalty and co-operation between the men and the management which is the very essence of efficient service.

The shallowness of that autocratic official attitude is exposed in that great farce known as "clean-up day" on the railroad, where is shown the extremes of the sublime and the ridiculous in a way that would cause a wooden Indian to smile.

You have all witnessed the feverish interest shown by the heads of each department to see that things were shaped up and swept up and every effort put forth to give the terminal a spick and span appearance, something in decided contrast to its average condition, all to please the eye of the "big man" and help him to deceive himself with believing that things were always so, or at least enable him to establish his claim that if they were not he didn't know of it; something he wisely provided against by seeing to it that his visits to the various terminals were properly made known to the local officials in advance.

So the "clean up" may be taken as a fair sample of the official shamming done on the average railroad, and furnishes an object lesson that is not without its effect toward lowering the efficiency and killing the initiative of railroad employees, for the influence of bad example spreads wonderfully.

J. K.

BOOST THE PLUMB PLAN

To the Membership in Canada

Many letters are coming to the Grand Office asking for information regarding deposits the members in Canada desire to make in the Brotherhood of Locomotive Engineers' Co-operative National Bank, through the Canadian Bank of Commerce. We are just in receipt of a letter from the manager of the Canadian Bank of Commerce and it explains in detail just how you can deposit funds and what you must do to avail yourself of their services. We quote this letter, below:

"Brotherhood of Locomotive Engineers' Co-operative National Bank, Cleveland, Ohio.

"Dear Sirs: With reference to our previous correspondence in the matter of your account with us, we now beg to enclose copy of circular dispatched to our branches. From this you will understand that they are now in a position to accept deposits on your behalf.

"The stationery which we are having prepared is now practically complete and that required by you will be forwarded in the course of the next few days.

"Your truly,
"MANAGER."

CIRCULAR NO. 30

Brotherhood of Locomotive Engineers'
Co-operative National Bank,
Cleveland

Toronto, 21 January, 1921.

Referring to circular No. 217-20, the Brotherhood of Locomotive Engineers' Co-operative National Bank is now open for business.

In order to accommodate Canadian members of the Brotherhood who may wish to deposit with their own bank, we have agreed that our branches in Canada will accept at par any deposits tendered them for account of the Brotherhood Bank and transfer the same by mail to the Toronto branch for account of the Brotherhood Bank.

A receipt for the money deposited is to be given on form 92, and must clearly state that the amount is to be transferred to the Canadian Bank of Commerce, Toronto, for account of the Brotherhood of Locomotive Engineers'

Co-operative National Bank. The procedure outlined below must be followed:

(a) If a New Account:

1. Obtain the depositor's full name, occupation and address.
2. Obtain two specimen signatures on form 143 and two on the usual gum slips used for savings bank ledgers.
3. Ascertain if a Savings or Current Account is desired.
4. Forward the specimen signatures to the Toronto branch along with the transfer and advise them of full particulars obtained, as above.
5. Advise the depositor that he should, in due course, receive an acknowledgment of his deposit with passbook, etc., from the Brotherhood Bank, Cleveland, and that if this is not forthcoming the matter should be taken up with the latter direct.

(b) If an Account Already Open:

1. Obtain the depositor's name and address.
2. Obtain the account number, if any.
3. Advise Toronto of the above particulars and transfer the amount of the deposit to them.
4. Advise depositor that he should forward his passbook direct to the Brotherhood Bank, Cleveland, to be written up.

What's Depreciation?

The automobile has taught us a thing or two. When the Ohioan paid a thousand dollars for his first automobile he kept track of the gas and oil he used and congratulated himself that the upkeep was not so bad as he thought. Then he needed new tires and a few repairs—all maintenance expense. At the end of the third year he was fortunate to sell the old car for \$300. What became of the \$700 difference? Depreciation charge. The merchant has it in shelf-worn goods; the country editor has it, to the extent of about 10 per cent annually on his plant. The telephone company and electric light company have it in the fluctuation of prices, the rotting of poles and the breaking of wires and cables. It is recognizing depreciation as a fixed charge that we are prepared to buy a new automobile when the old car wears out.

BOOST THE PLUMB PLAN

WM. B. PRENTER
Vice-President & Cashier

WARREN S. STONE, President

W. F. McCALEB
Vice-President & Manager



DIRECTORS

H. E. Wills
F. A. Burgess
E. Corrigan
L. C. Griffing
M. E. Montgomery
H. P. Daugherty
A. Johnston
W. E. Futch
C. E. Richards
W. F. McCaleb

ASH KENNEDY, A. G. C. E.
Representing Canadian Membership

S. B. STONE } Asst Cashiers
H. R. RIED }

CAPITAL, \$1,000,000

SURPLUS, \$100,000

DIRECTORS

Warren S. Stone
Wm. B. Prenter
C. H. Salmons
H. E. Fehr
W. E. Dunigan
J. H. Cassell
A. C. Steinmetz
E. H. Kruse
Oscar J. Horn
Joseph Hobert, Jr.

The Growth of An Idea

“PROFITS SHARED WITH DEPOSITORS”

RESOURCES

November 1, 1920—\$650,971.77

December 1, 1920—\$1,410,014.96

January 1, 1921—\$2,243,118.39

February 1, 1921—\$4,916,957.91

Capital \$1,000,000.00 Surplus \$100,000.00

The above statement tells its own story.

Every member certainly must feel proud of the record.

It is the first Co-operative Bank ever chartered in the United States.

It is the first bank in the United States to share its profits with its savings depositors.

Why not form Savings Clubs in your Divisions and begin a plan of systematic saving?

It is not the number of dollars you get out of the pay car, but the number of dollars you hold on to, that tells the story. If you cannot save money in the prime of your life, what will become of you when you are old?

If each member would save \$5 per month for one year and deposit it in the B. of L. E. Bank it would mean \$5,220,000 on deposit in savings account at the end of the year.

W. S. STONE, G. C. E.

THE JOURNAL

Published monthly, 1124 B. of L. E. Building
CLEVELAND, OHIO.

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - Assistant Editor

Address all matter for publication—Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to C. H. SALMONS, S. G. E., 1124 B. of L. E. Building.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to W. B. PRENTISS, F. G. E., 1118 B. of L. E. Building. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to W. N. GATES CO., Managers Advertising, 409 National City Building, Cleveland, O.

THE GARDNER  PRINTING CO.
CLEVELAND, OHIO

MARCH, 1921

The Recent Ruling of U. S. Railroad Labor Board

It may be interesting to JOURNAL readers right now to know just what are the contending factions as well as the ruling power in the present railroad wage controversy. The Association of Railroad Executives, headed by W. W. Atterbury of the Pennsylvania Railroad, is demanding the immediate annulment of all national agreements covering wages and working conditions of railroad employees, beginning with that entered into between the Government and the employees dated Oct. 20, 1919, and ending with that taking effect a week prior to the first of March, 1920, when the roads were returned to private control. The employees' representatives, on the other hand, are vigorously protesting such a move. Mr. Atterbury says an immediate wage reduction is necessary to prevent most of the railroads going into bankruptcy, while the employees, represented by Frank P. Walsh, contend that the proposed reductions of wages would represent only

5 per cent of the cost of railroad operation, and that if the present financial condition of the railroads is shaky, it is due to inherent faults of management rather than to legitimate expense of operation under the present wage rates.

Mr. Atterbury lost the first round in the contest when the U. S. Railroad Labor Board (now sitting in Chicago) declared that the matter of expense of operation was without its jurisdiction, and was wholly vested in the Interstate Commerce Commission, for which reason the Board declined to comply with Mr. Atterbury's request. Mr. Walsh declared the railroads were never in better financial condition than at present, and to refute Mr. Atterbury's claim of railroad insolvency, he requested the Board to subpoena 24 railway managers whom he declared had interlocking relations with New York banks and various railroads, intimating that it was due to that fact and the financial manipulations of those properties such a situation afforded, and not to the national wage agreements that the railroads were suffering financially, if such was indeed the case.

The men named were: Robert S. Lovett, William Rockefeller, H. W. De Forest, A. H. Smith, G. F. Baker, H. S. Vanderbilt, Samuel Rea, L. F. Loree, A. J. County, A. W. Krech, Julius Kruttschnitt, F. H. Davis, Fairfax Harrison, W. W. Atterbury, J. E. Reynolds, Charles Steele, M. H. Smith, Charles Hayden, A. H. Harris, Charles E. Ingersoll, E. T. Stotesbury, H. Walters, T. Dewitt Cuyler and E. V. R. Thayer.

Following this it was announced by R. M. Barton, chairman of the U. S. Railroad Board, that the national agreements on wages and working conditions would remain in force until the present hearing was completed, a ruling which was regarded as a signal victory for the cause of organized labor.

It is too early to make predictions as to the final outcome of the matter, but there is a hopeful sign in the fact that the national agreements were made to meet conditions which still exist, and that the Transportation Act of 1920 granted the railroads a liberal increase of rail traffic rates, which also existed and these rates were based upon and calculated to amply cover the cost of railroad operation under those national agreements.

see the wage rates and traffic so related that neither should be considered independently of the other, the U. S. Railroad Labor Board wage reductions without making corresponding reduction in traffic and viewing the situation from that point, we fail to see any cause for regarding wage reductions of employees, particularly of those employed in train service.

Automatic Connector Due for Adoption

The long list of accidents to passenger trains due to running into freight trains on the parallel double-track roads, another one was recently, when on Jan. 16 a fast freight train on the Big Four road derailed near Cleveland, Ohio, the engine rolling down an embankment, the fireman, seriously injuring himself and causing an amount of delay to traffic which furnished food for thought as to the cause, and such things might be avoided. The accident was primarily due to the bursting of an air hose on the freight train, this giving an emergency application of the brakes which caused the long freight train to buckle and come derailed in such manner as to clear the on-coming passenger train which collided with the derailed freight, with the result aforementioned.

Accidents of this kind are becoming numerous with the increase of double-track roads, and the constantly increasing length of freight trains, both of which being recognized as prominent features of modern railroad development. Double track facilitates movement, and with lesser operating expense than single track, and freight trains are also considered essential to efficient and economical movements, but the constantly increasing number of wrecks, the direct result of that combination, makes one feel that if the time has not arrived when it should be taken to eliminate such accidents, and there is reason to believe it will soon be done, because it is possible.

As already stated, the Big Four accident was primarily due to the bursting of an air hose in the freight train. It is surprising in that. Nothing

unusual about an air hose bursting. It happens frequently, and when we consider that an air hose is rarely changed until it does burst, and that it is subjected to exposure, to the heat of fires dumped on side tracks and strained by the couplings being forcibly pulled apart in switching, the wonder is they do not burst more often, which, however, is often enough to represent a great item of expense in replacing them, and in repairing the damage they do under the most ordinary circumstances. But when we add to all this the extreme danger to passenger trains represented in the numerous wrecks on double-track railroads, the time is here when something must be done if only to eliminate the cost of train operation under present conditions, which are bound to become greater as we progress along the present course of railroad development. But what is the solution of the problem? Is there a remedy?

At each stage of railroad progress, invention has met every demand for mechanical means to cope with the conditions which have developed. The air brake; the automatic coupler; the automatic block signal, and the various improved features added to the locomotive have kept pace with the general advancement, and urgent as these were, they were no more so, if as much, as a means to prevent the bursting of air hose on our long, modern freight trains. The expensive delays as well as greater cost to repair damage to rolling stock and lading and upkeep of the air system, as well as the constantly growing menace to the safe operation of passenger trains on multiple track roads, right now are loudly calling for a change.

The best of it is the solution of the problem is at hand in the automatic connector. This device may be truly said to furnish the connecting link between economical and safe train operation. In the first place it provides for perfect air connection throughout the longest train, under any condition of weather or track, and reduces leakage to a minimum, so that maximum air pressure in the brake system may be maintained and proper braking be done, and also makes it possible to substitute a metallic hose, recently invented, to replace the rubber one, which is the weakest link in the whole system of train construction and a constant source

of danger and expense. The operating officials would gladly adopt the automatic connector if they could, as they are in a position to see its advantages, but the railroad financiers are holding tight the purse strings.

There is no knowing how much proof the latter will need to show them the wisdom of loosening up, as the demand for its adoption is urgent right now and growing stronger with each increase in the length of train units. It may be necessary for the Government to intervene before that will be done, but, at any rate, the time cannot be far away when the automatic connector will become a part of the standard rolling stock equipment of the railroads, and the strongest argument in its favor will be the fearful passenger wrecks that will take place on the double-track lines, of which that on the Big Four was a fair sample.

There are several influences operating on the railroads which will encourage the adoption of the automatic connector. One of these is the constantly growing importance of the safety organizations which are proving to the railroads that safety in train operation means both economy and efficiency, the twin principles upon which successful railroading must rest, and the automatic connector combines the qualities of efficiency and economy and safety of train operation in a remarkable degree.

The time is ripe for its adoption; the device has passed the experimental stages. It will do its work right now better than the air brake, the patent coupler or any other railway device in use today. It is as nearly infallible as human invention can be, for it enables the engineer on the long freight to maintain a safe air brake pressure, reduce the number of cases of personal injury to freight trainmen, will enable the freight engineer to maintain a safe working air pressure on the long trains, and what is more, will eliminate the frequent wrecks on double-track roads, of which that which recently took place on the Big Four is a striking example.

Wants Labor to Stand the Loss

On Feb. 15 the United States Railroad Labor Board heard the request of the Atlanta, Birmingham & Atlantic Railroad Company for permission to

reduce the wages of its employees. The request was based upon the claim that the company was operating at a loss of fully \$100,000 per month. The argument submitted by representatives of the railroad was that "it was unfair to impose a schedule of wages on a company regardless of its earning power."

The lameness of such an argument is apparent. That was the old practice in the days before labor was organized. The company pocketed the profits when business was at high tide, but the employees were made to stand the financial reverses in wage reductions. Just think of what such a plan would have meant to the employees on the New Haven, the Alton, the Rock Island, and other lines, when those lines were being looted by high finance experts of Wall Street. And imagine what the railroads would say if that principle was applied by the employees asking for an increase of wages over the present standard rate from the roads whose earnings were greater than some others. The attempt would only meet with ridicule.

No, the logic of the argument offered by the A. B. and A. R. R. is not sound, and in the refusal of the Labor Board to accept it as such there will be a precedent established that will serve the good purpose of preventing future wage meddlings by the employers, and make them pocket their losses along with their gains.

Information Relative to Income Tax Reduction

Several members have written to ask if those employed in train service are exempt from the income tax duty, as is the case with commercial travelers. To all these requests we can only say the income tax law makes no provision in the case of railroad train employees anywhere. It is reasonable to expect the same consideration should be shown railroad trainmen as commercial travelers or any other class, but you should know that the money expended for the away from home expenses of "traveling men" is usually paid by the companies or corporations employing them, and these have more influence with the makers and interpreters of the tax laws than have the

and employees, or the labor organization. We would advise, however, that our members correspond with their representatives and Congressmen, asking them to correct this matter, which is decidedly unfair.

Some of our members also contend that the income tax law should be re-examined as the exemption allowance for the expenses of the family should be made to correspond with the increased cost of living which has taken place since the income tax law was

passed. A public protest may eventually be effective toward correcting these matters, but it must be admitted that the best way for immediate relief is not entering.

It is possible that these questions will be brought before the coming convention, as some suggest, at which time the steps may be taken looking toward this tax relief for all train and factory employees.

Put Your Shoulder to the Wheel

In the last issue of the JOURNAL we discussed about *Labor*, the official Washington newspaper of the sixteen standard organizations of railway employees, the necessity of securing for it a wide circulation. This subject is so important that we desire to again discuss it with our readers.

The editors of the several organizations were recently called into conference at Washington by the chief executives to consider ways and means of making *Labor* a tremendous force for good. After two days of discussion they agreed to recommend to Lodges, Divisions and Divisions of the various organizations that subscriptions for *Labor* be taken for their entire membership. To encourage this movement, the management of *Labor* has made a subscription rate of \$1.50 per year for members of Subdivisions that enroll as such, the total amount to be paid out of the Division treasury in quarterly payments. This represents a reduction of one-fourth of the regular subscription price, and is so attractive that a full advantage should be taken of it. In case any of the Subdivisions feel that they cannot afford to subscribe in this way, we would urge that permanent committees on subscriptions to

Labor be appointed. These should consist of not less than three workers and should be required to make formal report of progress at each meeting of the Division. If such a committee will secure not less than fifty subscribers and renewals for *Labor* within sixty days from date of appointment, the subscribers thus secured will be given the benefit of the reduced price of \$1.50 per year, and that rate will apply to all subscriptions which that committee may thereafter secure.

Today we are facing perhaps the most serious situation in the history of the labor movement. Large employers have united to destroy our organizations, and they have secured the support of many of the agencies of public information and have at their command unlimited funds for propaganda purposes.

All questions that affect the public are finally determined by the public. If the public has a wrong view of the issues, or is unconsciously prejudiced on one side or the other, its judgment is likely to be prejudiced and hurtful to one of the parties in the controversy.

Put your shoulder to the wheel.

It is scarcely necessary for us to remind the readers of the JOURNAL that the press, generally, is not printing the news or dealing fairly with the workers. The unfairness of many newspapers is quite generally known. For several years there has been a consistent effort to put the workers in a false light, and it has happened very often that we have been compelled to struggle against the effects of propaganda, while contending with employers for justice.

Labor was launched to correct this condition. Its sole purpose is to furnish the workers with news that concerns their welfare. It is published without profit to any one. It is as much the workers' property as the clothes they wear. It does not print advertising, so cannot come under the influence of those who advertise.

Subscribe now and help your own cause.

American coal is selling in France at from \$2 to \$4 cheaper than English coal, and the cost of transportation of American coal is 10 shillings cheaper than English coal.

Decentralization

The present course of railroad managers is toward "decentralization," so we will first consider here what that means, so we may the better understand the ultimate aims of those who are seeking to reshape the policy of railway management to provide means for future dealings with employees.

Decentralization is the opposite to centralization. The latter term applies to the recent trend of organized labor toward great central organizations, a concentration of its forces that its strength might be more effective to contend with the great opposing centralized forces of railway managers backed by the organized financial barons of Wall Street whose interests they represent. The success of that policy for the workers is evidenced in the firmly established right they have won in practically all private industries to bargain collectively; besides which, the magnitude of the movement commanded the attention of society and enlisted the support of the Church to an extent which has added much to the prestige of organized labor and commanded its recognition as a healthy and important factor in the industrial peace and progress of the Nation. If further proof of the merits of centralization is needed we find it in the national boards formed in recognition of the rights of Labor for regulating wages and adjusting differences which resulted in the standardization of wages for railroad employees. These boards have recently been dissolved after having functioned so effectively during the most trying period of the Nation's history.

So "decentralization" looks like a backward step for organized labor, the full meaning of which may be best seen in the light of the fact that the same principle is not being applied to the financial powers who are promoting the plan. It is simply a case of requesting the workers to disarm, if not to actually disband, while the railroads plan to strengthen their own lines of offense. As proof of this we have only to point to the activities of the Chambers of Commerce protesting to the U. S. Railroad Labor Board against the formation of National Boards of Adjustment, the recent action of the U. S. Senate in passing the Poindexter anti-strike bill, the daily utterances of the

capitalistic press and the fact that representative railroad managers have just recently demanded of the U. S. Railroad Labor Board that wages of railroad employees be reduced arbitrarily to prevent railroad bankruptcy, while at the same time the same old practices of the railroads that have milked them so financially dry in the past that their credit was on a par with wildcat stock gambling, are permitted to operate.

Labor pins its wavering hope for justice in the Government, as represented by the Railroad Labor Board, and all it asks is that it be permitted to have its day in court when the question of wage reduction is being considered. If that is granted, as in all fairness it should, the representatives of Labor will be able to show that the solvency of the railroads does not depend upon a reduction of wages, nor an increase of traffic rates, so much as upon a discontinuance of the evil business practices of those corporations.

If worked out to its logical conclusion, decentralization simply means a return to the old system of permitting each railroad to arrange its schedule of wages and working conditions to suit the particular wishes of its management. The wrong of such a plan is apparent when we consider that with the leverage the railroads gain through intimidation by certain methods of discipline and spying tactics, the employees are placed at a great disadvantage. This is particularly true on the smaller roads, where, though the service is often more exacting than on the trunk lines, the wages are often less than on the larger roads.

Proof of this fact was evidenced during the last concerted movement that secured standardization of wages, when it was shown that the wages of engineers on some of the smaller lines was little more than half that paid on the larger roads. And it was the desire of the railroad executives to restore that condition when they petitioned, yes, almost commanded, the U. S. Railroad Labor Board through their spokesman, Mr. W. W. Atterbury of the Pennsylvania Railroad, to annul all national agreements made with the railroad employees and return to the conditions existing prior to the period of the Federal control of railroads—not the conditions relating to traffic rates, mind, but those relating to wages only.

Are Strong for Safety First

There has appeared in the columns of the JOURNAL recently criticism in various forms of the safety work of the railroads, but it should not be forgotten that we are not in sympathy with the safety movement.

There is no class of employees who are more from dangerous conditions on the railroad than the enginemen, and for this good reason we wish to encourage the work in every way possible. The pages of the JOURNAL are open to members who have anything to say in approval of the methods employed by the roads they are employed on. It is right they should do only to show their appreciation of the work which contributes so much to their personal welfare.

A hopeful sign is that the promotion of safety of railroad employees has reached the stage of being regarded as a humane work, when the money expended was viewed in the light of reduced operating expense. It has reached the stage where it is considered an economic feature that is giving most encouraging returns, and it is being systematically and conscientiously conducted, and the measure of success of those lines where it is so conducted is proving the ability to maintain it to be a good financial investment. The result of this will not only tend to widen the scope of accident prevention but the example will surely encourage other roads to go more wholeheartedly into the work until we hope to find the end of train railroading much reduced.

As an example of systematic and efficient safety work we cite that of the Safety Committee of the New York Central railroad. It was our pleasure and one of their safety rallies, to which we referred to in a former issue of the JOURNAL. In commenting on the matter at that time we expressed the opinion that, while the work of the committee was very good, as far as it went it did not seem to quite reach the engine, but we have been assured by others Shaff and Diehl, who are familiar with the interests of the enginemen, that everything possible is being done to make locomotive operation more comfortable and safer for

the men employed in that work on the New York Central system.

It was a pleasure for us to learn that, and a recital of the various ways in which it was being done, coupled with the fact that we received the information from the source we did, assured us that results were being obtained which represented a profit to all concerned.

We are not unmindful of the fact, however, that the safety work as conducted on some roads is merely a bluff. That the expense involved is regarded as just so much money wasted, which is true, perhaps, but the fault is due to a lack of systematic organization and real earnestness of purpose.

But with the New York Central, the Union Pacific and some other lines showing results on the right side of the ledger as a result of the work of their safety committees, other lines will surely follow, because it will be good business to do so, and that is the most substantial reason upon which to build our hopes of the general application of the principle of Safety First on our American railroads.

A Suggestion for the Safety Committee

While the safety movement is progressing so satisfactorily in some places, we beg to call attention to a feature that is worthy of consideration.

Anyone who has ever run an engine knows what it means to drive through the fog against facing switches, and the longer he runs an engine the more he realizes the possibility of finding one open at a time and place that will spell disaster. There is a common belief, based on the law of averages, that the longer one escapes such an experience the nearer he is due to meet it, and while it is serious enough to consider under any conditions, it is even more so with a passenger train, for the safety of which the engineer feels to a large extent responsible.

As a means to guard against the danger of facing switches, it is suggested there be an automatic signal not less than a mile distant from each switch, or from the station where there may be more than one such switch, to indicate either safety or danger, as we believe there should be no doubt in the engineer's mind about it.

The matter should be taken up by the safety committees, as it is one well worthy of their consideration, for it is claimed by all engineers hauling fast trains that their greatest fear in a fog is the facing switch, which they know they may find open at any time when weather conditions will be such that even the uncertain light of the switch lamp will be obscured.

Notice

Owing to the great amount of matter coming to the JOURNAL for March it was necessary to hold out some Links matter, chiefly reports of joint installations. These, however, will appear in April issue.—Ed.

Would Restrict Immigration

The present widespread demand for a check in immigration by the employing classes through the agency of the newspapers and voiced by their representative in the legislative halls of the Nation is rather unusual. It was natural to expect that unsettled conditions in Europe and the comparatively higher price of American labor would cause millions of foreign workers—after they had gathered their scattered senses and their belongings—to flock to our shores, where the agents of capital would meet them with open arms, and distribute them throughout the country, where they would do the most good to capital and the most harm to labor through the simple operation of the law of supply and demand, which would lower the price of labor automatically.

But capital says it wants immigration checked, and why? Can it be moved by altruistic motives? by a spirit of justice to labor? We would like to think so, but in the face of our experiences of the past that is impossible. We do not believe the time is already here when the lion and the lamb can lie down together, unless the latter be inside the former. There is another reason, a more likely one, and that is the fear of sowing the seed of Bolshevism in the United States.

The situation in Russia today furnishes a striking object lesson showing

what may take place in any nation when forced to its last extremity, as that country was through generations of misrule. There we witness the people of all classes reduced to one common social and economic level under a Soviet form of government known as "Bolshevism," meaning the majority.

Nor is Bolshevism a mere scarecrow. It is rather a live principle of emergency government, where the producing classes rule; rather clumsily, we must admit, but they rule just the same. We would not care to adopt Bolshevism in exchange for our form of government any more than we would wish to change our food and clothing and general social and economic conditions for those of the Russian people, but the fact remains that since human nature, under like conditions, is the same the world over, Bolshevism in the United States might be a possible result of unrestricted immigration.

And that is the very thing capital fears. It is the vision which has aroused the capitalistic class to the need of further restricting immigration, or, as some propose, shutting it off completely. They realize, now, that there are some things worse to contend with than organized labor, and they know that if the millions of foreigners who are today knocking on our gates for admission were permitted to enter, we might sooner or later face a condition similar to that of Russia; that we would be biting off more than our Government could assimilate conveniently, with the result that it might suffer and perhaps die of acute national indigestion, and Bolshevism take its place.

We do not in the least favor the present system of Russian government, except as a last extremity, just as we favor strikes. They are both extreme measures, growing out of extreme conditions, and each render a good service, if only as horrible examples to deter those who are responsible for the conditions from which both are the logical result.

There are spiders in Argentina that spin webs on telephone and telegraph wires heavy enough, when dew soaked, to cause short circuits.

celebration of the Golden Wedding of Brother and Sister Wright, of Garrett, Ind.

January 3d was a gala day for Div. the occasion being joint installa-



Bro. H. S. Wright, Div. 153

of officers and the celebration of golden wedding anniversary of Mr. Mrs. H. S. Wright, they having



Sister H. S. Wright

been married fifty years on Dec. 31, 1920.

Mr. and Mrs. Wright were married at Clyde, Ohio, in 1870, came to Garrett in 1875, and Brother Wright has been employed by the B. & O. R. R. Company ever since, in the capacity of fireman and engineer, and was running one of the fast passenger trains when pensioned. He has been a member of Div. 153 for 48 years, having filled every office except that of Chief and is at present Chaplain. J. E. MANION.

Bro. R. A. Eddy, Div. 117, Receives Honorary Badge

Bro. R. A. Eddy was born in Covington, Ky., Nov. 22, 1855. Began his



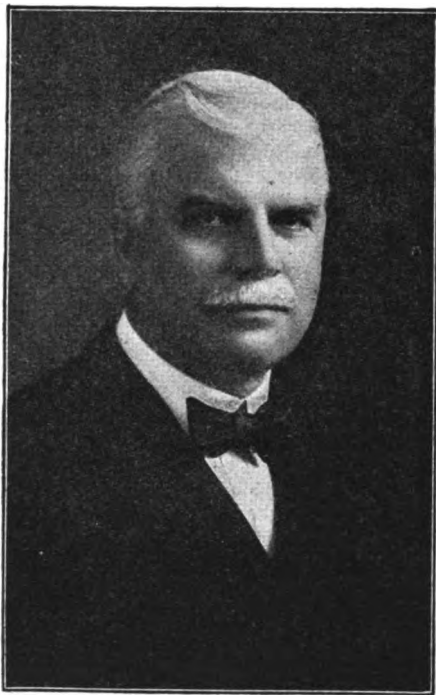
Bro. R. A. Eddy, Div. 117

railroad career as water boy on section in 1867 on C. M. & St. P. Railway. Commenced firing in 1872; was promoted in October, 1877. He joined Austin Div. 102, B. of L. E., in July, 1880. When Div. 117 was organized he was one of its charter members and its first Chief. He has been in passenger service on the division out of Mason City ever since. On Jan. 9 the Chief of Div. 117 presented him with the Honor Badge, which he feelingly accepted with thanks.

ALEX MOLLERSHEAD, S.-T. Div. 117.

A Rousing Fifth Sunday Meeting of Divisions of Pennsylvania Lines East

The regular Fifth Sunday meeting held in Philadelphia, Sunday, Jan. 29, 1921, was of special interest owing to the ever welcome presence of our Grand Chief, W. S. Stone, and I want to relate here a little incident attesting to the esteem in which he is held by our members. The Grand Chief was due at the



W. S. STONE
Grand Chief, B. L. E.

K. of C. Hall, Market and 38th streets, in which the meeting was held, at 9:15. The committee waited until 10:15, when reluctantly the chairman reported that he could not be located, thereby necessitating the canceling of the Grand Chief's appearance. There surely was a disappointed crowd of Brothers. Later it was discovered that the Grand Chief's train was late, this message being telephoned to the hall by him in person, as somehow he got by the Reception Committee in the crowd and made his entry all by himself.

He made four addresses during the day; one at the morning session, one before the joint meeting at 1:45 in the afternoon, one at the secret meeting at

4 o'clock, and concluded this strenuous program by addressing the public meeting at 8 in the evening. At each meeting he held the assemblage spellbound, with everyone singing his encomiums when he had concluded.

The scope of his speeches embraced various subjects pertaining to the Brotherhood in general; current topics, viz., conditions existing in the European and other countries, in reference to their working and living conditions. He also dwelt on economical conditions in our own country, where the present depression of business is causing 3,500,000 unemployed and approximately 17,350,000 hungry women and children suffering, while there is an abundance of fruit, grain and general produce being wasted.

Referring to the emigration of thousands of young farmers from the Southwest and wheat belts of the United States into Canada and the influx of immigrants into this country, consisting mostly of women, delicate children and old men, he deplored the conditions that were permitted to cause such a situation.

The Brotherhoods, he said, furnished crews to transport a million bushels of wheat to the eastern coast for shipment to the starving peoples of Europe, and said that unlimited acres of cotton are going to waste for want of a market, while at the same time old rags and unused army blankets are utilized in the making of clothing, resulting in a very inferior quality because of the lack of live fiber. Yet, because of the process of selling, the prices are high. Some of the articles we use in this country, he asserted, pass through the hands of 15 or 18 different firms, or "people, each piling up a profit for the ultimate consumer to pay.

In a masterly summary of the political situation, he touched upon the corrupt laws pending and others that the promoters attempted to railroad through, all detrimental to labor. The remedy, he assured us, lies in labor's realizing the necessity of voting only for its true friends. "Never mind your father's, or your grandfather's, politics," he said, "or the party to which they adhered; it is the man, not the party, the voter should support."

Brother Stone also dwelt at length on the inefficiency resulting from the system of red tape used in wage and

ation movements, the subsidized newspapers and magazines, and amount of money spent to bar legitimate labor news. He told of the many unlauded methods used in the recent railroad strikes and the propaganda which was floated to disrupt legal organizations, declaring that they would never learn of the strategy used to.

who had attained top seniority roster were led astray, losing all hard worked years to gain—their pension and B. of L. E. pensions—making it necessary for them to start at the foot of the roster, where they were classified as junior men to the so-called strikers who crawled under them at the eleventh hour.

Referring to the B. of L. E. mottoes, he made the suggestion that all members comply with the principles they signify. At all the Division meetings it is the duty of the members to think, and renew your obligation, he declared. Keep hold of the Truth, Justice and Sobriety and integrity in daily conduct, was a motto he left with his hearers, along with the injunction that they avoid mileage hogs, stay at home 16 out of the 24 and spending the rest of the time on the road. He explained the workings of the B. of L. E. home bank in Cleveland, Ohio, the latter being the only banking institution in the United States established, controlled and operated by labor, and his remarks impressed all that the Philadelphia Division pledged a substantial sum as nucleus for the founding of a B. of L. E. building in Philadelphia.

Brother Stone spoke at length, covering a period of four hours and 45 minutes at the four different meetings. I abbreviated his remarks as much as possible. But even the brief synopsis will give the absent Brothers and Sisters an idea of what they missed by missing these timely addresses.

Brother William Parks, General Chairman of the Lines East, outlined the work done by the G. C. of A. during the quarter and reported a number of adjustments favorably adjusted.

Brother Orr, Special Organizer, addressed the evening meeting, confining his remarks to the advantages accruing from membership and insurance in the B. of L. E. Several Brothers from the D. and P. & R. systems were present

at the meeting. There were 44 Divisions of the B. of L. E. and 20 of the G. I. A., embracing representation of the District of Columbia and the States of Pennsylvania, New York, New Jersey, Delaware, Maryland, West Virginia, Maine and Ohio.

Owing to much of the time being consumed by the addresses, the usual amount of routine business was not transacted, but it was the unanimous opinion that we were more benefited by the addresses made by the Grand Chief, Brothers Parks, Orr and the other speakers.

At 12:15 p.m. Chairman Bartlett announced that the meeting would be adjourned until 1:45 p.m., stating that all would repair to the banquet hall, where a full course dinner of the most toothsome viands, and plenty of them, was served at the expense of Divisions 45, 51, 109, 851, and G. I. A. Divisions 27 and 332. Sister Hienerwald, Grand Chaplain, offered grace. She also invoked the opening prayer at the joint meeting, which was attended by approximately 830 Brothers and Sisters. Registrations at the secret meeting showed 469 Brothers in attendance. As some of the Brothers failed to register, it is safe to say that approximately 500 were present. Pittsburgh, Baltimore and Altoona were nominated as locations for the next meeting, Altoona being selected.

At the public session in the evening, the nickel drill was put on by the Sisters and the Brothers, resulting in the contribution of \$75 for charitable purposes, this sum being raised in addition to the funds pledged for the institution of a B. of L. E. building, suggested by Brother Stone.

After a general handshaking and renewal of old associations by old and young, all adjourned, with pleasurable anticipations of the next Fifth Sunday meeting at Altoona, July 30 and 31.

In conclusion, I am proud to say that the members of the joint committee did themselves credit by the manner in which they arranged for the comfort, well-being, entertainment and instruction of the visiting and local members.

E. A. McCONNELL,
Sec'y Fifth Sunday Meetings,
Pennsylvania Lines East.

BOOST THE PLUMB PLAN

A Sure Cure for Non-Attendance

About four years ago attendance in Div. 79 was so poor that we realized something had to be done, so we formulated a plan which has proved so successful that the writer thought it might be well to explain it for the benefit of others, as it might be applied successfully elsewhere where indifference of the members as to attendance has become the serious problem it had been in Div. 79.

Upon investigation we first learned that many of the members did not know upon what dates our meetings were held. Some even did not know just where we met, while others, who knew both, just neglected to go to meetings, as we believed, because they were not punched up a bit, and the following is the plan we followed to correct the situation, which it did most effectually; so much so, that it has been adopted as a fixed part of the system of managing our Division.

The plan brought immediate results, for the attendance improved beyond our expectations, so the next move was to retain it, to prevent a reaction. This was done by holding an occasional "smoker" or other social affair, with the result that the question of non-attendance in Div. 79 is the least of our troubles, for we are assured by those in a position to know that we have one of the best working Divisions in the country.

A certain Chief asked for the secret of our large attendance, so we gave it to him, and we have been told by him that the plan worked the same in his Division as in Div. 79.

THE PLAN

At the second meeting in January of each year, the Chief appoints a committee of three to look after attendance alone. This committee is provided with circular letter and cards, which they present to each member in person. A copy of the card and letter follows here:

REGULAR MEETINGS FOR 1921

Div. 79, B. of L. E., Columbus, O.

| | | | | | |
|-------|-------|--------|-------|-------|-------|
| Jan. | 13-27 | May | 12-26 | Sept. | 8-22 |
| Feb. | 10-24 | June | 9-23 | Oct. | 13-27 |
| March | 10-24 | July | 14-28 | Nov. | 10-24 |
| April | 14-28 | August | 11-25 | Dec. | 8-22 |

Red Men's Hall

Corner Monroe and Mt. Vernon Aves.

Columbus, Ohio, Jan. 22, 1921.

Dear Brother: The little card enclosed has the date of the regular meetings of Div. 79, B. of L. E., for the coming year.

It will fit in your pass-case. We had them printed so as to remind you that the meeting nights are always on the second and fourth Thursdays of the month, at the Red Men's Hall, corner of Monroe and Mt. Vernon avenues.

Our Chief Engineer appointed a committee, instructing them to make every effort possible to improve our attendance. You should realize that your presence at these meetings encourages the workers who keep this Organization in existence.

We hope you will attend every meeting this year, and help to keep Div. 79 at the top of the list, and hold its reputation as the banner Division on the Pennsylvania Lines. A. S. LAKIN,
J. R. CARTER,
D. P. MAHONEY,
Attendance Committee.

Southern Railway Man Honored by Friends

W. E. Preston, road foreman of engines, and who has been connected with the Southern Railway in an official capacity for the last 15 years, last night was given a surprise party by a bunch of the oldest engineers on the road and who presented Mr. Preston with a fine silk umbrella with monogrammed handle and a splendid pocket knife.

There were nine of the veteran train drivers in the party which went to the home of Mr. Preston at 2546 Magnolia avenue, to honor the veteran railroader on his 55th birthday. They figured the total "age" of the bunch in railroad service was 349 years.

Those who were present included Scott Copeland, C. A. Trainham, S. L. Huffmaster, Jake Goodner, Mike O'Connor, Howard Crowell, E. B. Love, all engineers, and W. R. Tomlinson, also a road foreman of engines, and Capt. J. E. Preston, son of Mr. Preston, who was honored by the new adjutant general of the State with a commission.

Brother Preston was most agreeably surprised to have the Brothers call upon him and he prizes the gifts very highly. The occasion was an enjoyable affair and one long to be remembered by all present.

SEC'Y-TREAS. DIV. 239.

Meeting at Trenton, Mo., Jan. 22

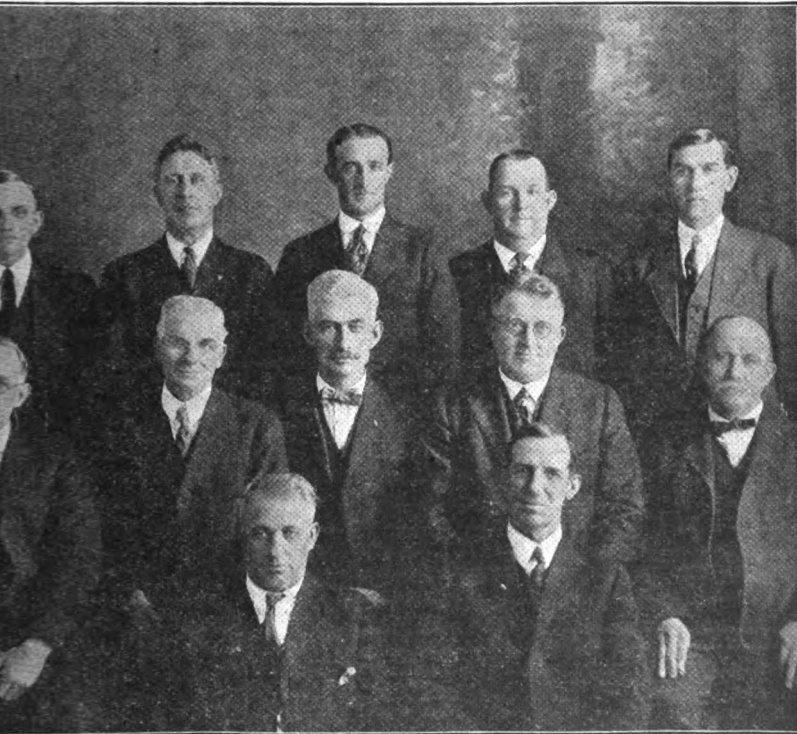
members of Div. 471, located at Trenton, Mo., held one of the most successful union meetings that had been held in the lifetime of the Division and which was a banner day for all present as it was a home-coming for our Grand Division and many of our older members were present.

Over 50 visitors were Bro. J. A. Norton, General Chairman of the C. & O. Railway; Bro. Cuy Kendall, District General Chairman Rock Island; Bro. Geo. Smith, former General Chairman C. B. & Q. Railway; Bro. G. Brittingham, Chairman B. of the Legislative Board in Missouri; a delegation of ten older engineers from Div. 181 at Eldon, Ia., who had been employees of our Grand Division. Among them were Bro. Ross and, with whom "Our Sanford" made his first trip as a fireman;

also Brothers W. M. Millard, "Neighbor" Norton, A. Weygandt, Chas. Sheffer and Billy Friend, who were able to tell many good stories about "Sanford" when they worked in the roundhouse at Eldon, Ia.

Brother Stone and a delegation of Brothers from neighboring Divisions arrived at 12:30 p. m. and were guests of the Commercial Club at a luncheon, and at 6:30 p. m. the members of this Division were hosts at a banquet for the visiting Brothers prepared by the Ladies' Aid Society of the Methodist Episcopal church.

Good meetings were held both afternoon and evening. Brother Brittingham opened the afternoon meeting with a talk on results of our work in the State Legislature at Jefferson City. He was followed by Brother Stone, who made a very interesting talk on different subjects of interest to those present and of the things that had been accom-



G. C. OF A., NORFOLK & WESTERN SYSTEM

Row 1: M. P. Smith, Div. 511; Ed. Moore, Div. 72; Geo. Evans, Div. 448; H. L. Slade, Div. 584.
 Row 2: R. K. Small, Div. 351; John M. Kidd, Div. 291; D. I. Minichan, Div. 301 (Vice President, now Acting Chairman); S. H. Huff (Chairman, now acting as A. G. C. E.); R. L. Evans, Div. 401.
 Row 3: P. T. Hay, Div. 748; H. B. Harvey, Div. 401.

plished by the executives of the Organization, also the many obstacles that confront the members at the present time.

At the evening meeting several good talks were made by visiting Brothers and was concluded by another good talk by Brother Stone. At the close of the meeting everyone left with the feeling that he was not only going to be a better Brotherhood member but a better citizen and that these meetings should come oftener.

HERMAN KULL,
Leg. Delegate, Div. 471.

The Proper Spirit is Needed

At our regular meeting in Div. 582, Chicago, we had the pleasure of having General Organizer Bro. A. C. Blainey with us, also Bro. B. B. Hively, formerly General Chairman of the Chicago Belt Railroad. We have tried on several former occasions to stir up enthusiasm among the members so as to increase the attendance at meetings without the desired amount of success, but after hearing Brother Blainey's remarks we expect improvement in that direction. His address commanded our attention and it was the general sentiment of those present that his good advice will bear fruit here, and all expressed their pleasure in having a representative of the Grand Office to instill into their minds the true spirit of loyalty and co-operation between the Brothers, which should exist. As a move in this direction, Brother Blainey suggested the appointment of a Division "Social Committee," and a resolution was passed authorizing the appointment of one, with recommendations to arrange for a social as soon as possible.

Brother Blainey spoke at length on the pension and other features of interest showing the general progress of the Brotherhood, all of which was listened to with much interest. We all wish for Brother Blainey the best success in his work of organization during the coming year, and hope he may find it convenient to again pay a visit to Div. 582.

F. A. MOLLENHAUER, Div. 582.

Bro. H. G. Jennings, Local Chairman,
Honored by Div. 368

At a meeting of Div. 368, held on Jan. 9, upon request of our Chief, Bro. R. N. Barclay, Bro. C. H. Heckley ad-

dressed the Division. During his remarks, which were listened to attentively, he referred to the need of the utmost harmony between the officers and members of the Division to get the best results. In closing he referred to Bro. H. G. Jennings, speaking in high praise of the good work he had done for the members of the Division as Local Chairman during the past 18 years. He then called Brother Jennings to the rostrum and presented him with a fine gold Sangamo Special watch as a token of the respect and esteem in which Brother Jennings is held by the members of Div. 368, as well as a mark of appreciation for his valuable services as Local Chairman.

Brother Jennings in a brief speech expressed his thanks for the gift which the Brothers all conceded he was so worthy of. LUKE QUILLIAN, Div. 368.

Southeastern Union Meeting

To be held at Atlanta, Ga., March 28 and 29, at the Wigwam, commencing 10 a.m.

Every Division, please send someone more than one if you can, but one member from every Division anyway.

Hotel rates have been made as follows:

Princeton Hotel, about four blocks from the Wigwam. Single, without bath, \$1.25; with bath, 1.50; double, 2.00; breakfast, 25c; very cheap. This hotel is on Mitchell street, one-half block from Terminal Station.

Terminal Hotel, right at the Terminal Station. Single, without bath, \$1.00; with bath, \$2.25.

Wilmot Hotel, on Broad street, three blocks from Terminal Station. Single, without bath, \$1.50; shower, \$2; with bath, \$2.50; double rooms, same prices as single, each person.

Don't forget the date or the place. March 28, Atlanta, Ga. J. C. DEHOLLAND, Acting S.-T., S. E. U.

A Kansas City Union Meeting

On Jan. 21, Divisions 81, 393, 394, 491, 502, 708 and 824 held a union meeting in Kansas City. Grand Chief Stone and Brother Brittingham, Missouri State Legislative Representative, were present and gave us very interesting information on the conditions of the country and some of the problems of

ronting the Organization today
t we could expect in the future.
Stone talked to us for one hour
minutes, and his remarks were
ted by all present. We regret
e of the members could not
n present. Owing to the short
e had to make arrangements,
not get out as many of the
as we would like to have, but
re about 300 present.

same Divisions are planning
ng another union meeting the
day in March; time and place
nounced later by posters.

mbers in this vicinity are in-
meet with us at this time. We
and have a Grand Officer pres-
several of the General Chair-
ne roads entering Kansas City
mised to be here if possible.

out, Brothers, for our conven-
rawing near and right now is
to instruct our delegates as to
nges, if any, you think should
in the Chicago Joint Working
nt, or any other laws in our
ion and Statutes. Don't wait
convention is over.

A. R. PAINE, Div. 502.

Sunday Meeting Held in Colum- bus, Ohio, Jan. 30, 1921

y, Jan. 30, was the red letter
e series of Fifth Sunday meet-
g held under the auspices of
ix Divisions of the B. of L. E.
y of Columbus, Ohio, the re-
g that the engineers invited
es to attend the meeting and
part in any discussion that
ne before it, and the engineers
their appreciation of the pres-
he ladies by passing the fol-
resolution, that engineers and
es be invited to attend all fu-
h Sunday meetings. The mo-
passed by unanimous vote, the
accepting the courtesy by a
te.

llennium must be near at hand
s of engineers are invited to
bands' B. of L. E. meetings.
ent being a reconstruction
will be only a few years before
will make their wives eligible
e B. of L. E., and when that
es, the women will certainly
and vim into a whole lot of
divisions throughout the coun-

try and will make their husbands do a
share of "George's" work.

Brother Robe, Div. 36, Chairman Leg-
islative Board, spoke on the different
phases of State legislation as it affected
the engineers. Brothers Widner of
Div. 79 and Shermer of Div. 175 spoke
in favor of electrifying, and placing
distance signals at all facing point
switches on the main line.

Brother Widner, Secretary-Treasurer
of the Building Committee, stated that
\$50,000 had been subscribed and \$20,000
paid in for stock for a B. of L. E. build-
ing to be located in Columbus. Bro. J.
H. Scott, President of the Building
Committee, called attention to the neg-
ligence of some Divisions that have
failed to subscribe for their quota of
the building stock. Brother Shermer
said the investment was as safe as any
bank or loan company in the city and
paid a larger interest than most of
them.

At 6 o'clock p. m. supper was served,
the men being the guests of honor, the
women doing the entertaining and serv-
ing. The supper was delicious, service
prompt, but, of course, you could expect
nothing else from the women.

After supper, Brother Karnes, Gen-
eral Chairman of the Pennsylvania
Lines West, spoke on the poor attend-
ance at Subdivision meetings, saying
that only 5 per cent of the membership
does the work. He said every member
should put his shoulder to the wheel
and help, and until he does that he can-
not truthfully say, I have done unto
others as I have wished to be done by.
He also spoke of the great improvement
in the membership, both socially and
fraternally, in the last thirty years, and
spoke on the Pennsylvania Company's
new Joint Review Committee for han-
dling grievances, and the advantages of
the B. of L. E. Co-operative Bank and
how it will help you and your family.

Mrs. Cassell spoke on the subject,
"What is Fraternalism?" She called
attention to the meager wages received
by engineers thirty years ago; she also
said that every engineer who has been
promoted should belong to the B. of L.
E. and every fireman to the B. of L. F.
& E., and every engineer's wife should
belong to the G. I. A. as a safety first
to herself and children.

The next Fifth Sunday meeting will
be held May 29, 1921, at the I. O. O. F.
Temple, 198 South High street, Colum-

bus, Ohio, at 1 o'clock p. m. All visiting Brothers and their wives from other Divisions are cordially invited to attend. The Entertaining Committee will stage something new and pleasing at that time. Now, wives, don't fail to bring your husbands; husbands, don't fail to bring your wives. Good speakers will be present, both men and women.

J. J. COLBURN,
S.-T., Fifth Sunday Meeting.

System Union Meeting of the Engineers of the Norfolk & Western

The seventh semi-annual system union meeting of the engineers and their wives on the Norfolk & Western Railway will be held in Columbus, Ohio, at the W. O. W. Home, 60 East Main street, May 9 and 10, 1921. Under the auspices of Div. 72, B. of L. E., a most cordial invitation is extended to each member and wife on the system, as well as all the delegates and visitors on their way to the triennial convention at Cleveland, Ohio. W. A. GRAYSON,

Chairman, System Union Meeting,
Norfolk & Western Railway.

Resolution in Div. 336 Congratulating Bro. S. L. Landis on His Promotion

WHEREAS: Bro. S. L. Landis, for many years our associate and fellow engineer, has been promoted to the position of master mechanic of the Central Kansas division of the Missouri Pacific Railway, therefore be it

Resolved, That we extend Brother Landis our sincere congratulations and most fervently wish him a future of active usefulness in his new field of endeavor, ever remembering his many excellent qualities and splendid ability and his always ready willingness to do his full share in any and every task assigned to him while he served among us and was one of us. A. J. WHITE,

DAN KING,
J. S. LOWE,
Committee.

Div. 888 Progressing

Another link was added to our endless chain when Ozone Div. 888 was duly organized Jan. 14, 1921, by Bro. Henry E. Lopas, Chief Engineer of Grand Valley Div. 488.

Thirty members were received by transfer from Div. 488 and 18 from Mt. Nebo Div. 713. We also initiated nine new members. We expect to have 75 or more members in a short time.

We are entering a new field with every confidence for a bright and successful future, as we have the cooperation of Brothers who have in the past shown their loyalty to other Divisions, as well as the assurance of each new member to "give his best."

E. BALLEW.

The Hamilton Carhartt Mills O. K.

We take pleasure in quoting below a letter from Bro. John Golden, containing reference to the settlement of the strike in the cotton mills in Rock Hill, S. C., owned by Mr. Hamilton Carhartt, manufacturer of overalls:

"I am pleased to inform you that the strike in the cotton mills owned by Hamilton Carhartt, manufacturers of overalls, at Rock Hill, S. C., has been satisfactorily settled and a union agreement signed between Mr. Hamilton Carhartt, Jr., and myself.

"I trust you will give this matter the fullest publicity throughout your local Division, especially in the Southern States, where an incorrect rumor has been circulated that the United Textile Workers of America had placed the Hamilton Carhartt mills on the 'unfair list,' which it is needless to say was untrue."

To All Divisions of the B. of L. E. Washington, Oregon, Idaho and Montana

It has been decided by Divisions 2 and 801 to hold a Northwestern union meeting in Tacoma on March 25 and 26, 1921. This meeting will have for its purpose a discussion and exchange of ideas between the Divisions of the States of the Northwest relative to the G. I. D. convention, May 11, 1921.

We invite and urge each Division to send one or more delegates to this meeting, so that we can all come to a common understanding as to what we want on all questions of importance that are to come before the convention. We endeavor to have a Grand Officer and several General Chairmen present at to make this meeting a live one.

We request that some action be taken

at your next meeting and that a sent this letter as to whether send one or more delegates and else you may want to tell us. announcement as to hall and headquarters will be sent you receive your answer. information, address Secretaries ions 238 and 801.

W. W. COLLINS,
807 Sixth Ave., Tacoma, Wash.
J. D. SMYTH,
Thompson Ave., Tacoma, Wash.

Promotions

Clyde Waldo, a member of Div. been appointed an inspector of appliances, Bureau of Safety, te Commerce Commission, his ment becoming effective Feb. 1,

er Waldo has been temporarily to Safety Appliance Group No. rizing the State of Iowa, a por- the State of Illinois and a por- the State of Missouri.

with pleasure that the writer the promotion of Bro. H. S. all, to the position of road of engines over the Toledo- on Division and branches, ef- Jan. 23, 1921.

er Cappernall is a man of good sense and this fact, combined thorough mechanical training motive construction and opera- s him well to carry the re- lities of his new and exacting

er Cappernall's thoroughness stigating cases brought before d the fairness of his decisions a for him the confidence of of- nd men alike, and I am sure I the general opinion of the s of Div. 304 in saying, "We r him unlimited success."

MEMBER DIV. 304.

L. H. Weatherly, for four years y and treasurer of Div. 549, d that office recently, account of promoted to the position of trav- ngeer on the Sioux City Di- of the Great Northern road.

er Weatherly has filled the of secretary and treasurer with o himself, and while we are all

sorry to lose his valuable services, we are pleased that he is to receive a well deserved promotion.

Knowing the Brother as we do, we are positive that he will fill his new position to the entire satisfaction of all concerned, and he may count upon the loyal co-operation of the enginemen to help him do so.

D. F. DUGAN, Div. 549.

Bro. John L. Slawson and Wife Celebrate Fiftieth Wedding Anniversary

B. of L. E. Div. 336 and G. I. A. Div. 235 tendered Bro. John L. Slawson and wife a banquet and program of entertainment on the occasion of their fiftieth wedding anniversary, also presenting them with gifts of flowers and \$50 in gold, and the veteran couple, with the rest of the family, showed their appreciation of the love and kindness of their many friends.

Bro. James Brown, on behalf of the B. of L. E., tendered the gift of gold to the guests of honor, accompanying the act with an impressive speech of a reminiscent nature in which the happy couple figured prominently.

Sister January, Div. 235, representing the Ladies' Auxiliary, presented them with a beautiful gift of flowers.

The program of entertainment preceded a fine three-course banquet served on tables that were tastefully decorated. The affair in general was conducted in a most pleasing manner, and the whole affair was placed on record in the minds of all present as one of the happiest occasions in local B. of L. E. history.

HELEN GOULD, Div. 235.

Joint Installation of Div. 702, B. of L. E., and G. I. A. Div. 58

At Owosso, Mich., Sunday, Jan. 9, the members of Div. 702 and the ladies of the G. I. A. Div. 58 held a joint installation of officers. Bro. J. W. Hurst, Past Chief Engineer of Div. 702, was the installing officer of the day. After our installation we gave way to the ladies, who installed their officers in a way that surprised us all, as Div. 58 is only eight months old.

Much credit is especially due Sister Leffingwell, who was installing officer, and Sister McNutt, installing marshal. After their installation the ladies put on the flower, or penny drill, for the

benefit of the Sunshine Club, and while the marshals were leading the march and the men trying to follow, they got badly tangled up, which caused much merriment, and by the time they were lined up again they were in front of the Vice President, who held a basket for the donations, which were very liberal.

Brother Martin, Chief Engineer, who was installed for his third term, called the members to order and speeches were made by several of the members and visitors present, for the good of the Order, after which supper was announced and the guide requested to escort the guests and members to the dining room, where all did ample justice to a fine supper, prepared and served by the ladies. The hall and dining room were tastefully decorated with the colors of both Orders.

The rest of the evening was spent in a social good time, enjoyed by all. Our visiting members were ten couples from Div. 650, B. of L. E., and Div. 521, G. I. A., of Durand, Mich.

C. R. PILLANS, S.-T. Div. 702.

Crystal Div. 17, G. I. A., and B. of L. E. Div. 1 Hold Annual Ball

On Thursday evening, Jan. 6, 1921, Div. 1 and Crystal Div. 17, G. I. A., held their annual ball at Riverside Temple, which was attended by over 165 couples. From all indications everybody enjoyed themselves immensely. The hall was decorated for the purpose in fine style; everything went along without a slip, just like one of those trips a Brother will tell about coming in right on time and not using a bit of sand.

Bro. C. J. Brabenac was chairman of Div. 1 and was assisted by Brothers H. Smith, L. McGlinch and A. C. Anderson. Mrs. T. Lynch was chairman of Crystal Div. 17 and was assisted by Sisters C. Ramsey, A. Wint and several others.

If at any time you happen to be in Detroit, don't fail to pay us a visit, especially when we are having one of our parties, as it will be time well spent.

A BROTHER OF DIV. 1.

Joint Installation in G. I. A. Div. 386 and B. of L. E. Div. 868

On Jan. 6 Div. 868, B. L. E., in conjunction with Div. 386, G. I. A.,

held a joint public installation of officers. The Brothers put through their part of the ceremony in short order then watched the beautiful ceremony of the ladies, who with Sister Heinenwald, Grand Chaplain G. I. A., as installing officer, and Sister Terhune, President Marion Div. 410 of Jersey City as installing marshal, the ritualistic forms of admitting Grand Officers, followed by the installation, was a revelation to us all.

After the work was completed the whole assembly of 300 persons, including our guests, adjourned to the lower floor, where refreshments in the shape of ice cream, coffee and the most delicious cake made by the Sisters of our Auxiliary were served.

After lunch we danced to the music of a good jazz band until after midnight. The unanimous verdict of all was that it was a grand good time. We believe that such get-together affairs promote the fraternal side of our Organization and will help solidify and cement us together.

N. J. ROSELLE, Div. 868.

Important Bulletins

A series of very important bulletins are being circulated by the Locomotive Superheater Co., 30 Church street, New York. Serially these are numbered to 8, inclusive. Bulletin No. 5 pertains to the company's model "496" pyrometer for use in indicating the temperature of superheated steam. Bulletin No. 6 gives a general summary of the conditions that should be maintained in order to take full advantage of superheater equipment, the text being in the nature of a committee report read at the 1918 convention of the Traveling Engineers' Association. Bulletin No. 7 is a compilation of all of the essential data, with illustrations of the several designs of United States Government standard locomotives. Bulletin No. 8 pertains to the maintenance and operation of superheater equipment, each some ten or twelve of the most important phases of this question being treated in concise and explicit fashion. Persons interested may secure copies of these bulletins by addressing the firm as noted above.

BOOST THE PLUMB PL

INSURANCE

to Requests for More Liberal Insurance

PLENT FEATURES OF THE B. OF L. E. THEIR LIMITATIONS DISCUSSED BY . FUTCH, PRESIDENT B. OF L. E. RANCE

ve been reading the articles pub- in our JOURNAL recently, agitat- question of paying the insurance ificate holders at different ages, from 65 years of age up, and I



BRO. W. E. FUTCH
President, B. L. E. Insurance

ny duty to say something on this and in doing so I am not going extensively into figures for the that statistics, as a rule, are y reading and for that reason very often read.

ver, it is going to be necessary to resort to the use of some fig- explain the situation, but before nto the question of ways and of paying the older certificate their insurance, I want to pref- at I am going to tell by saying, ve often said at gatherings of hood men, that, in my opinion,

the present generation constituting the membership of the Brotherhood of Locomotive Engineers, and the generations to come, will, I am afraid, never appreciate the great heritage that these old members of the Brotherhood have handed down to them by making all manner of sacrifices, not only for themselves but their families, to maintain this Organization, which makes it possible for the locomotive engineers of today to enjoy the greatly increased compensation and bettered conditions, and I do not hesitate to express as my honest conviction that in the way of dollars and cents, or from a monetary standpoint, the young members of our Organization at the present time can never repay these old Brothers for what they are profiting by now.

In a measure the Brotherhood, with the Indigent Fund, and in recent years, its Pension Association, is in a meager way expressing some gratitude to the older members.

Another adjunct or outgrowth of the Brotherhood, which, by the way, was the first beneficial feature of the Organization, as well as the first one in the United States, through which millions of dollars have been sent out into the homes of disabled and deceased members, but unlike the Pension Association is incorporated and separately financed, being classed as a fraternal insurance society and is amenable not only to its own laws but the civil laws—the laws of the land—and while the latter deals very liberally with fraternal insurance, as compared to old line insurance, it nevertheless lays down fundamental principles that your officers must strictly adhere to. One of these laws is to the effect that we cannot promise a certificate holder any benefits because of physical disability under 70 years of age. Another law is to the effect that the law-making body of the Association cannot alter the contract between the insured and Association in such a way as to make it retroactive, consequently if the 1921 convention would pass a law making provision for paying the insurance of certificate holders at 70 years of age, it could only apply to benefit certificate holders who would become 70 years of age thereafter. This being the case, not one of the 1187 members who are now 70 years of age or over, whose insurance totals \$3,345,750, would be

benefited one cent by such legislation. Furthermore, if the 1921 convention were to pass a resolution authorizing and instructing the President and General Secretary-Treasurer to levy extra assessments for the purpose of obtaining money to pay insurance certificate holders who are over 70 years of age, the laws of the land would sustain any certificate holder in refusing to pay such assessment, thus leaving it entirely voluntary on the part of any member to contribute to that fund, which would have to be regarded and treated as a donation. In fact, any certificate holder could go into court and get an injunction restraining the officers of the Association from levying and collecting such assessments. This your officers have gone into long since and thoroughly investigated and is one of the reasons why we have long since abandoned the idea of undertaking to pay the insurance of our older members in any other way than is being done now with our Relief Fund, and that is nothing more or less than a loan of \$30 per month, without interest, to these old members and is taken out of the insurance when the certificate matures and is placed back in that fund for future generations to profit by in a similar method.

If it were not a fact that every member contributing to this Relief Fund did not have the right to hope to be benefited by it, we could not legally have levied and collected the assessments to create the Relief Fund.

As a matter of fact the original contract between the certificate holders and the Association never anticipated the benefits that are now being derived from the Relief Fund, but was conceived and recommended to a number of conventions by the writer of this article and was finally brought into fruition by a little strategy at the convention in Columbus in 1908, as the only measure or means whereby the older certificate holders, particularly those whom misfortune or distress had overtaken, found themselves in their days of helplessness in dire distress financially and in many cases physically, and thanks to the generous-hearted delegates of subsequent conventions, this Relief Fund has been increased to where we believe it is now available to all of our older Brothers that find themselves physically down

and out and financially embarrassed. My only regret is that we cannot make the amount four times larger and that the amount of insurance would be enough to last them during the remainder of their lives.

As to the possibility of adopting law at our next convention to pay the insurance of those who arrive at the age of 70 years thereafter, will say, we have 2322 certificate holders now between the ages of 65 and 70 years, and the amount of insurance these members carry aggregates \$5,316,750, which would mean that every one of the present 84,000 members would have to pay within the next five years, in addition to their regular assessments, \$64, and when they have finished with that, would then estimate they would be confronted in the next five years with an additional \$90 to pay to take care of the membership that would arrive at 70 years of age, and I am sure that it can be readily seen that to undertake to burden the certificate holders of our Association with this additional cost would be suicidal not only to the Insurance Association but to the Brotherhood of Locomotive Engineers as well.

It is to be deeply regretted that the originators of our insurance did not contemplate taking care of the older members along this line. However, those days little was known about the intricacies of insurance; in fact, the sole thought at that time was of taking care of, or making provision for, the families of deceased members and the method adopted was that equivalent of passing the hat—taking up a collection whenever the certificate holder died. Later we undertook to take care of the certificate holders who would lose a hand or a foot or become totally or permanently blind, all on the old monthly assessment plan. Whereas, if the benefactors, and such were the men who conceived the idea of our insurance, had known as much about insurance as we know today, they would not only have made provision for taking care of members in their old age but we would have, in the beginning, set aside a certain percentage of every dollar collected to create a Reserve Fund, which now would have amounted to many millions of dollars and in creating that fund from month to month we would never have missed it from our pay envelope.

writer is now rounding out his fifth year, a quarter of a century. President of your Association. I have received many communications from members on and advocating paying the members their insurance, and some of them has touched him and continuously aroused his indignation, and he has raked his brain for a solution of the problem, for the solution that he believes that this agitation, almost wholly, from these members, and this is to assure every member that if there was any possibility whereby he could consistently contribute to their "Macedonian cry" he would do it and at the same time shout that having solved the problem, he would not jeopardize not only our Association as a whole but his membership as well, he believes that the Fund is as near a solution as we can legally go as a fraternal insurance society toward helping our old members and holders.

Easy Marks

ent report shows that in proportion we raise a bumper crop of marks. In fact, the average shows that there is born every minute and that of them live to contribute to the growth of the army of financial sharks that feast our country. The sharks are so plentiful as the suckers, for, and shepherds, one shark can take the surplus earnings of a large flock of sheep who spend their lives chasing the dreams of fabulous wealth. The shark plants in their reception, dreams that never come and spend their money paying for and more hope that will mean dreams and more disappointment. You want to make an investment, consult the B. of L. E. Bank, whose members are in your employ and at your

members is paying dues of approximately \$4 per month into the treasury of the Association—and this ought to be a liberal estimate—we have \$12,000 from that source for the quarter under consideration. The total amount collected from members plus interest as per statement is approximately \$55,000 in excess of disbursements. If the pensioners were exempted from payment of dues there would still remain a balance of \$43,000 to the credit of the Association for the three months' period. Of course, our surplus would not increase as rapidly as in the past, but I believe that we could safely remit the dues of pensioners. Interest on the present surplus, which would net about \$65,000 per year at the conservative rate of 5 per cent, would more than offset the amount paid in by members drawing pensions.

There is another matter which I would like to see put through at our next convention, i. e., the advancement of the age limit to 50 years. If a man is good for the insurance at that age he should be eligible to the pension also. Of course, I realize that to "play safe" on this question, expert advice and knowledge is essential and that a layman's views may be entirely wrong, but I would like to see it thoroughly investigated as to feasibility.

As to granting pensions to widows of our members, we would all be glad to see that, too. However, any man who will reflect will discover that it is a big proposition and that it would be necessary either to have a surplus very greatly in excess of the present one or to greatly increase assessments. Take the case of an engineer of 65 who marries a woman of 30 or 35. At his death the widow would draw a pension for the balance of her life. We might have many cases of that sort. It may be a surprise to some of our members to know that last year our Government paid pensions to widows of the war of 1812 and that there were over 2000 widows of the Mexican war drawing pensions—and that conflict ended 72 years ago. Thus it may readily be inferred what would transpire in future if this proposition were put through.

R. H. WILLARD, Div. 13.

Constructive Suggestions on B. of L. E. Pension

Last quarterly statement indicates a balance of \$1,256,000 to the credit of the Association. The same statement shows that for the months of October, November and December there was an excess of 1000 pensioners assuming that each of these mem-

BOOST THE PLUMB PLAIN

A Lesson on Saving

On Nov. 1, 1920, there was added to the B. of L. E. one more good feature to the many others which have already made it the most progressive of the Brotherhoods. I refer to the opening of the B. of L. E. Co-operative National Bank, the first of its kind in this country. It is fitting that our Brotherhood should take the initial step in this, as it has in so many other ways, for has it not been the pioneer organization that blazed the way for others to follow? That this bank will be successful there is no doubt, and the fact that in the first three months of its existence the deposits have reached the sum of five millions of dollars (\$5,000,000) is surely a most encouraging sign, as in many new banking institutions it more often takes as much as ten years to make such progress.

The stock of "our bank" can be bought only by our members, but deposits are accepted from anyone, with the result that we have stockholders as well as depositors from all parts of the country.

Our bank is capitalized at one million dollars (\$1,000,000) and has a surplus of one hundred thousand dollars (\$100,000) and the stockholders are limited to a 10 per cent interest on their investment.

Savings depositors are paid 4 per cent on their deposits, after 30 days, while money deposited for a checking account earns 2 per cent on amounts of \$500 and over. Savings deposits, however, will be paid in excess of 4 per cent if the earnings of the bank exceed the amount due the stockholders and the 20 per cent that will go to the surplus fund, which feature makes the bank a really co-operative institution.

At this time we see what are called "Thrift Clubs" being started here and there; also "Christmas Clubs." There can be nothing better than a movement to encourage thrift among our members, and I would suggest that all Divisions start a savings club to start savings accounts with "our bank." You may start one with \$1 sent by post office order, bank check, express money order or your personal check for that, or any higher amount, to W. S. Stone, President, or W. B. Prenter, Vice President, or to the B. of L. E. Co-operative National Bank, just as you choose. When you have done this your account

is started, and you will receive by return mail your bank book with deposit and withdrawal slips. You can then send in your deposit slip with the amount of your deposit and you need only send in your bank book every three months to have the interest on your deposits entered on same. If desired to close your account you merely send in your bank book along with the withdrawal slip.

To start a Division Savings Club have the Chief appoint a committee to solicit deposits from the members and arrange for the Secretary and Treasurer or the Insurance Secretary of the Division to receive the deposits, after which at certain fixed periods he will get a draft for the full amount of the deposits at a local bank and send it to the B. of L. E. Bank.

Eighty-five thousand members depositing \$1 each week amounts to a total of nearly one million dollars (\$1,000,000) in ten weeks, and the interest on that amount represents a tidy sum.

The measure of success of the bank depends upon the volume of business it can do, and that depends chiefly upon the amount of money deposited in it, that represents its real working capital.

One of our Divisions has already started a Savings Club composed of 100 members, who started with \$1053. It is expected that more will follow soon, so let us all get into the band wagon and "put the bank over," just as we have done with everything we have undertaken.

We have won the long fight for collective bargaining to control our earnings, so now let us make the same effort to promote collective savings, for, after all, it is not so much what we earn, but what we save, that measures our success in a financial way, and there is no better, nor is there any other place so good, to do our saving as through the agency of the B. of L. E. Bank.

E. H. KRUSE,

Special Insurance Solicitor

A New Thought on Pension

I have read with interest much that has been said in the JOURNAL about changing the insurance laws to make pension out of it, and also a great deal about changing the pension laws to make insurance out of it.

I am a young member of both divisions and I think that each should take care of its own burdens. Insurance be for the widow and the pension for the living. If the Brother is afraid to leave his widow with a lump sum of money for fear someone will beat her out of it, let him have the amount of insurance in monthly installments, and the Association pay the beneficiary on the unpaid balance until full.

The pension fund is or should be sufficient, let the pensioner be relieved of paying premiums, and if that does not exhaust the surplus, let the pensioner's age be reduced a year at a time until it reaches 60 years. It is all a matter of business. One fault with the pension is, it is not large enough. Brothers in the Insurance Association may take out three policies; why can't a Brother take out two pension policies? He would pay in double and get double benefits. Or, he might add value to his pension by adding to his monthly payment withstanding for five years to roll around, by the time he was 60 years old the pension would be sufficient to support him the remainder of his life. I accept thanks for your space for the very interesting reading in *INSURANCE*, M. C., Div. 365.

Some Pension History

I was delegate to the Memphis convention in 1906, representing Division No. 142, I was the author of two resolutions which were read to the convention. One of them was to assist the small Divisions by the small Divisions doing missionary work and the members were struggling for very existence, and I am thankful to see those conditions eliminated in a general way by the progress of the Association.

Another one was for the enactment of providing for a pension for disabled and aged members.

Some of those resolutions met the approval of many others. At that time some delegates inquired if the resolutions being read were formulated by members at home and with the approval of their Divisions, to which the Grand Chief replied, no; that

they emanated from the brains of the delegates after they got here. However, it created food for thought, for at the next convention Brother Bissett introduced a plan which was given the consideration that it deserved, as it represented what developed to be our present Pension Association. He is deserving of all the credit that is due him. The best minds of the Organization and of experts contributed in framing the foundation of the plan evolved by Brother Bissett and which was completed and introduced by Brother Bywater and adopted by the convention, and it has been such a success that now the question arises how to dispose of the funds accumulated to better benefit the members of the Pension Association. My suggestion is that after the operating expenses are deducted to allot each member of the Association his individual proportion of the interest earned by the capital invested, this allotment added to the surplus that the actual rates create individually to be made a constructive principal sum payable to self or beneficiary at death, or when pensioned off, if he so elect. Rates to remain the same, excepting the \$3.50 rate to be the maximum rate and \$60 to be the maximum pension. Pay an excess pension of 50 cents per month to correspond with the number of years that one has paid in the Association up to June, 1920, inclusive, fractions of less than three months not to count. A substantial reserve fund might be set aside to cover emergencies. In a general way it would be a fair attempt to equitably compensate the contributors to the Association and make it attractive to the membership of the B. of L. E. These suggestions are given in the same spirit as that which prompted me to place before the Memphis convention an eye-opener on pension plan.

H. O. BLANCHET, Div. 753.

Pensioners Live Long

While the war of 1812 was fought 108 years ago, the Government is still paying pensions on its account, the expenditure last year for that purpose being \$12,145, the pensioners remaining so long because of marriages of the veterans late in life with very young women.

Revision of Our Laws

As the time for holding our triennial convention draws near I desire to express a few thoughts, through our JOURNAL, on law revision, for I imagine suggestions and resolution on this subject will be made and offered for solution by our delegates.

The Chicago Joint Agreement will come in for its share of criticism, if one can judge by the many expressions of condemnation we have seen in the recent past in our JOURNAL, also from the rank and file that we bump up against every day, all of which seems to have been invited or brought about by our friends, the B. of L. F. & E.

It was never intended by the authors of that instrument that it should be the means of hindering the progress of the Brotherhood of Locomotive Engineers as a protective organization; it should be so amended or worded that every item would have a tendency to add to the standing and benefit of the engineer, because that is the goal of every man who enters locomotive service; its object should also be to protect every progressive fireman in his ambition to succeed, and to condemn every fireman and engineer who tries to tear down the grand structure built by the B. of L. E. Every item pertaining to the seniority of engineers should be stricken out, and that question left to the laws made by and governing the B. of L. E. exclusively; in a sense I am an advocate of a "closed shop" for engineers, that is, I would bar any man from the enjoyment of the wages and working conditions which we have secured at a great sacrifice of time and money, especially the enjoyment of any seniority, unless he paid all the protective dues and assessments which are paid by the active membership of the B. of L. E.

Our present plan of representation at our triennial convention is most unsatisfactory, and is a problem the entire membership is eager to have solved. We are all practically agreed that a delegate from each Division makes a very unwieldy body of law-makers, being an enormous and useless expense, and it was vitally necessary that the number be reduced. I think I was the first to recognize such a condition and offer a remedy, which was done at our first biennial conven-

tion, which was held at St. Paul, Minn. in May, 1894, and my arguments on this question in an article on page 3 of April, 1894, JOURNAL still hold good. I have offered this plan at nearly every convention since that time, with results of growing interest and sentiment in its favor. My plan contemplates that the delegates be composed of general chairmen only, each one to have many votes, when an aye and nay vote is taken, as there are Divisions on every system. This plan would compel the membership on every system to form and maintain a General Committee of Adjustment, otherwise not get representation at the G. I. D. My plan would bring together the livest workers and most competent men in our Brotherhood, and would reduce the delegation to about 200 members, who could do all that is necessary to be done in about 10 days, a great saving in expense, and would result in the passing of just such laws as we need because such delegates are the ones who execute the most of our laws. One of the Grand Officers told me about two weeks ago that a majority of the delegates to our next convention, in May, would be men who had never attended one before. What a farce to contemplate; what a joke the rank and file have played on themselves, especially after our Grand Chief admonished us in a recent circular letter to nominate and elect the very best material we had to fill the various offices. My Division, under the present plan or laws of representation by groupings, gets personal representation but once in nine years; three years ago we were represented by a Brother from another system of railways, who was not at all familiar with our needs and had never before attended a convention. By the present grouping so Divisions do not get a personal representation but once in 12 years, and note one group where it takes 21 years to "pass the buck" clear around. I have attended nearly every convention for the past 30 years, and feel competent to say that our present plan of representation is very unsatisfactory and a detriment to our best interests.

I hope our delegates will be governed in the revision of our insurance laws by the advice and recommendation given by Brothers Futch and Richards. They have made a complete survey

insurance needs, and are most com-
mon work out every beneficial de-
change that is needed.

the Pension Association will
the plan, or something similar,
advocated in the December
L on page 1036, wrongfully cap-
"Make the Pension Compulsory,"
sentiment was not contained in
cle. Our growing surplus indi-
are perfectly safe in remit-
dues of the pensioner, and he
me intended to be benefited when
med this Association. The
of the surplus also shows that
ociation could be made self-
ing in a few years if said sur-
e invested in something similar
stock of our Brotherhood Co-
ve Bank. I have received words
mendation from many Brothers,
d near, for the thoughts ex-
in that article. Brothers, give
thoughts your earnest considera-
d I believe you will agree with
o has put in his whole working
sting and planning for the bet-
of our Grand Brotherhood.

BLACKMAR, S.-T. & P. Div. 556.

Resting Notes from Div. 531

ec. 13 Bro. E. A. Bolling, spe-
cureance solicitor from Div. 140,
Ala., paid us a visit and gave
od talk on our different insur-
atures and pension. So while
e getting in new members we
to wake up our old members
same time, and our Division
zed our insurance secretary to
and accompany Brother Bolling
e object of getting more mem-
take out indemnity insurance
ision. Brother Bolling and our
e secretary made a five-day
among our old members, going
hem wherever they could be
Two days was spent in Lafay-
eich is on the other end of our
After our insurance secretary
writing up applications he
d to the Division the following
Thirteen members applied for
ty insurance policies, eleven for
policies, three for sick benefit
and four members increased
regular insurance.

an. 3 we had one of the best
d meetings held by Div. 531 in
while. We initiated two new

members and installed our new of-
ficers at this meeting. Just before
closing Bro. E. A. Calhoun called up
Bro. A. J. LeBlanc, who is our present
as well as past Chief Engineer, and
after a few complimentary remarks
presented him with a beautiful gold
handled umbrella as a token of the
esteem in which he is held by his fel-
low members. Our chief was taken
by surprise but was equal to the oc-
casion and responded in a fitting
manner.

Then a few meetings later your
humble servant and Bro. E. T. Barry,
our local chairman, were called up be-
fore the Chief Engineer's station to
answer to certain charges that were
preferred against them. Imagine our
surprise when Bro. John Ryan, in be-
half of the Division, presented us with
beautiful watch fobs, with gold mono-
gram and locket attached. Not being
a speechmaker, I could only accept the
gift with profuse thanks, but speech-
making being more in Brother Barry's
line of business, he responded very
gracefully, and made up for both of us.

In conclusion I want to say that Div.
531 is in first class condition in every
respect. Bro. A. W. Young, our gen-
eral chairman, paid us a visit on Jan.
10, and complimented us on the man-
ner in which we do business, also on
the condition of our finances. We all
enjoyed his visit very much.

E. H. CAYARD, S.-T. Div. 531.

Some New Pension Suggestions

In May, 1918, it was decreed by the
Convention that after Dec. 31, 1920,
no application for membership in the
Pension Association would be received
from a member who had reached the
age of 40 years. This fact was given
the widest publicity, and an effort made
to get the Brother under 40 to wake
up and get on the inside before the
doors closed. I expect thousands were
left on the outside, and for which they
alone are responsible.

Now, when this law was enacted we
had in mind members of the Organiza-
tion only, and now that it has served
its purpose, I think it should be
changed, for we have deprived a cer-
tain class of membership in the Pen-
sion Association before they are eligible
to join the Brotherhood. I refer to

men who have been firing for fifteen years or more, and have reached the age of 40 when promoted. Oh yes, we have them and will continue to have them, for it is a safe bet that the man who starts out as a fireman today has many years in front of him as such. Having this in mind, and believing that thousands of our members did not avail themselves of the opportunity when they could, I think it only fair that we extend to these Brothers what every man wants when he has made a mistake—another chance.

I also hope and pray that when our convention meets this coming May that it will make some provision for our Grand Officers who have grown old in the service of the Brotherhood. I don't think they should be limited to the usual amount provided by the pension laws. We should do better than that, as much better at least as the railroads do for their retired officials. We boast of being the pioneer organization; then we should prove that we still lead the procession by showing a liberal appreciation for the work of those who have conducted our affairs until age has disqualified them for further service.

Think this over, Brothers. Let us open the doors of the pension for at least 60 days and leave them open wide enough at least so as to not keep out the member who could not join until he was 40 or past. We can afford to do it. In fact we cannot afford not to do it.

MEMBER DIV. 301.

A Word About the Pension

Now, just one word in regard to our pension. I am really sorry for, and pity, so many of our members being shut out of this, but then when we know that the doors of this institution stood open for so long and beckoned to everyone to get under its shelter, that there were quite a few who "sat and whittled," and we even went to the doors just before they swung shut and pleaded again, but they still "sat and whittled."

I, as Pension Secretary of our Division, have done everything possible to get these whittlers in but could not, and I think that our membership will vouch for my efforts, for we have nearly 50 per cent, which I think is a pretty good percentage considering that less than 30 per cent of the Organization

as a whole are enrolled. Brothers, in the pension, for it is going to be the best thing we have, and tomorrow it may be too late. You know we have to be in good condition physically to get the pension, and many things could happen at any time to bar us from getting it.

C. F. BARRETT, S.-T. Div. 400

For the Benefit of the Older Brothers

I have read with a great deal of interest the different articles in the JOURNAL relative to proposed changes in pension and insurance laws, and I, one, would like to see some changes made at our next convention that would take care of the older members of the Order, men who have given the many years of their life to the building up of the engineers' Organization, and who are now about on the threshold of retirement and stand to lose all they have paid in, with no prospect of any return in dollars and cents from the Organization they have helped to sustain these years. The Brotherhood has made a remarkable growth and at present in good financial condition and should do something for the old men in retirement for their many years of trials and tribulations when the Brotherhood was as strong or as prosperous as it is today.

Take my own case. In 1914 I was desirous of taking out a pension, but no Pension Secretary had been elected or appointed in our Division and the blanks or papers had ever been received from the Grand Lodge, I was unable to make application. At the convention of 1915 the age limit was reduced, and I was barred from a pension through the fault of my own, and under our present laws I can never become a member of the Pension Association.

The B. of L. E. owns a magnificent building in the city of Cleveland, paid for by the engineers, and, I understand, bringing in a good income, and I believe the men who have helped pay for the building have an equity in it and should seem to me the older members should receive something from this source.

To sum up, I would like to see either a law passed giving the old members a short period of time, say, 60 days, in which to become members of the Pension Association, or a law passed allowing members who have reached the

ers to draw the full amount of insurance, or some plan whereby receive some benefit while we alive from the B. of L. E.

me Brother has so ably ext in the columns of the JOUR- us some plan so we will not die to win.

WM. MCGINLEY, Div. 488.

Propositions for Change in Pension

convention time is near, it is time to offer suggestions look- improve our organization in any is for this reason I desire to tion to the B. L. E. pension, think should be made com- for all members who are eligible e rules, and would also sug- the age limit be extended to n 55 years. If this were done, hly dues might be fixed at \$1 th for all members, which ke care of all the benefits paid ioners.

engineers claim they would Pension Association if the e less, but many of them being n, they say they cannot afford n not excusing them on that t if the dues could be made ere would be a greater induce- the members to get in, and ased number would surely be advantage, as most of it would m the young men.

my desire to arouse interest bject of pension, and I hope he Brothers will interest them- ough to air their views in NAL on this important subject. J. H. GARVEY, S.-T. Div. 281.

A. Bolling, Special Insurance Solicitor

A. Bolling of Div. 140, who inted to the position of Special e Solicitor by President W. E. November, 1920, started his career as call boy for the Louis- ashville Railway in 1894, and boy and yard clerk until De- 1895. On Christmas day, 1895, ended firing and on Oct. 15, s promoted to engineer. ned the B. of L. E. in Div. 140 15, 1902, just six months from of his promotion. In 1904 he

was elected Secretary and Treasurer of the Division and Secretary of Insur- ance, both of which positions he still holds, having been re-elected recently for the ensuing three years.

Brother Bolling has always been an active worker, having served the Divi- sion in other capacities, such as dele- gate to the Alabama Legislative Board, and also represented it as delegate to Los Angeles in 1904 and at Cleveland in 1915 and 1918.

Brother Bolling is trying to spread the gospel of B. of L. E. insurance and pension among the membership, and



Bro. E. A. Bolling, Div. 140, Special Insurance Solicitor

any assistance the Brothers can give him in his work, if it is only a cheerful welcome where he comes as a stranger among you, will be appreciated by him and your representatives in the Grand Office. EDITOR.

The visitor who asked a native if there was a criminal lawyer in town is said to have received the reply, "Well, we all believe he is; but we haven't been able to prove it yet."

Have not most of us, when reading the newspapers, believed they were controlled by privileged interests, even if we were unable to prove it?

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 172-176

SERIES T

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. B.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, March 1, 1921.

Dear Sirs and Broas.—You are hereby notified of the death or disability of the following members of Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within days thereafter, on penalty of forfeiting their membership. (See Section 25, page 135, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on 18th of each month. Claims received after that date will lie over until the succeeding month.

| No. of Year | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Am't of Ins. | To Whom Payable |
|-------------|---------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|---------------------|
| 80 | Jas. C. Currie.... | 67 | 53 | April 19, 1880 | Dec. 10, 1920 | Killed | \$3000 | Belle R. Currie, V. |
| 81 | Chas. McClean.... | 35 | 297 | Mar. 5, 1911 | Jan. 14, 1921 | Diabetes..... | 3000 | Mary McClean, M. |
| 82 | J. E. Smith..... | 49 | 585 | Oct. 2, 1907 | Jan. 5, 1921 | Carcinoma..... | 3000 | Anne Smith, W. |
| 83 | W. W. Smythe.... | 74 | 37 | Oct. 8, 1890 | Jan. 6, 1921 | Cardiac dilatation..... | 4500 | F. E. Smythe, W. |
| 84 | B. E. Dick..... | 77 | 252 | May 31, 1890 | Jan. 12, 1921 | Lobar pneumonia..... | 1500 | Anna Dick, W. |
| 85 | J. C. Richards.... | 73 | 260 | Dec. 18, 1896 | Jan. 16, 1921 | Cancer of stomach..... | 3000 | Viola I. Richards |
| 86 | W. H. Gaskins.... | 79 | 439 | July 12, 1886 | Jan. 9, 1921 | Cerebral hemorrhage..... | 3000 | Alice M. Gaskins |
| 87 | H. K. Burgay.... | 48 | 786 | Sept. 30, 1900 | Jan. 9, 1921 | Cerebral apoplexy..... | 3000 | Edith I. Burgay |
| 88 | H. E. Rupenthal.. | 42 | 352 | Sept. 16, 1907 | Jan. 15, 1921 | Meningitis..... | 3000 | E. M. Rupenthal |
| 89 | C. O. Bissell..... | 70 | 425 | June 16, 1897 | Dec. 24, 1920 | Nephritis..... | 3000 | Nellie A. Bissell |
| 90 | U. R. Baker..... | 58 | 874 | Sept. 26, 1892 | Jan. 7, 1921 | Heart disease..... | 1500 | Annie E. Baker |
| 91 | G. L. Barnett..... | 54 | 762 | Oct. 18, 1894 | Jan. 16, 1921 | Anemia..... | 4500 | Mary W. Barnett |
| 92 | A. D. Cowan..... | 57 | 416 | June 11, 1891 | Jan. 16, 1921 | Bright's disease..... | 1500 | Sarah O. Cowan |
| 93 | Geo. A. Seymour.. | 68 | 145 | Nov. 14, 1887 | Jan. 11, 1921 | Traumatic pneum'nia | 1500 | Annie Seymour |
| 94 | H. C. Martin..... | 63 | 161 | June 27, 1896 | Dec. 21, 1920 | Acute dilatation of ht | 1500 | Julia Martin, W. |
| 95 | A. A. Young..... | 54 | 132 | Aug. 29, 1906 | Jan. 19, 1921 | Heart failure..... | 1500 | Margaret Young |
| 96 | R. C. Pendergraft | 64 | 196 | June 17, 1901 | Jan. 9, 1921 | Apoplexy..... | 3000 | E. M. Pendergras |
| 97 | D. J. Ramsey..... | 56 | 535 | April 29, 1903 | Jan. 4, 1921 | Pneumonia..... | 2250 | Norma Ramsey |
| 98 | John Vance..... | 63 | 118 | Dec. 29, 1905 | Jan. 16, 1921 | Cerebral apoplexy..... | 1500 | Elizabeth Vance |
| 99 | J. S. Monaghan.. | 55 | 708 | Mar. 4, 1896 | Jan. 9, 1921 | Cerebral hemorrhage..... | 3000 | M. M. Monaghan |
| 100 | J. L. Davis..... | 40 | 283 | Mar. 18, 1914 | Jan. 3, 1921 | Carcinoma of penis..... | 3000 | Myrtle C. Davis |
| 101 | Wm. O'Connell.... | 88 | 19 | July 10, 1868 | Jan. 4, 1921 | Fractured hip..... | 3000 | Grace O'Connell |
| 102 | Francis Little.... | 89 | 219 | June 29, 1884 | Jan. 14, 1921 | Acute indigestion..... | 4500 | Margaret Little |
| 103 | Thos. N. Condren | 36 | 543 | Aug. 17, 1919 | Jan. 23, 1921 | Killed..... | 1500 | Anna Condren, S. |
| 104 | Grant Barickman | 48 | 354 | Jan. 17, 1910 | Jan. 11, 1921 | Cerebral hemorrhage..... | 1500 | Mary Barickman |
| 105 | Theo. M. Lee..... | 71 | 760 | Jan. 24, 1897 | Jan. 21, 1921 | Regurgitation..... | 1500 | Mary E. Lee, W. |
| 106 | F. E. Wright..... | 33 | 717 | Dec. 17, 1911 | Jan. 20, 1921 | Pneumonia..... | 3000 | Edna L. Wright |
| 107 | E. J. Griffith..... | 64 | 370 | Mar. 8, 1896 | Jan. 7, 1921 | Mitral incompetency..... | 3000 | Lizzie J. Griffith |
| 108 | Dunham Emery.... | 76 | 637 | April 3, 1880 | Jan. 17, 1921 | Illumina. gas poisng. | 3000 | Jacob Emery, S. |
| 109 | Ben. P. Matthias.. | 29 | 318 | Sept. 9, 1917 | Jan. 13, 1921 | Acute appendicitis..... | 1500 | Theresa Matthias |
| 110 | J. W. Schrey..... | 54 | 501 | June 1, 1902 | Jan. 14, 1921 | Carcinoma of stom'ch | 3000 | Lillie Schrey, W. |
| 111 | Fred W. Brothers | 56 | 61 | July 9, 1893 | Jan. 13, 1921 | Angina pectoris..... | 1500 | J. H. Brothers, V. |
| 112 | John R. Croes.... | 47 | 895 | June 30, 1913 | Jan. 23, 1921 | Killed..... | 1500 | Marg. A. Croes |
| 113 | John J. Connell.. | 44 | 61 | Jan. 22, 1918 | Jan. 7, 1921 | Endarteritis..... | 1500 | Marg. R. Connell |
| 114 | R. S. Malsberger.. | 74 | 414 | Feb. 28, 1881 | Jan. 10, 1921 | Lobar pneumonia..... | 3000 | E. L. Malsberger |
| 115 | Chas. B. Gumore.. | 71 | 391 | Dec. 29, 1890 | Jan. 16, 1921 | Ulcerated stomach..... | 3000 | Daughter and Son |
| 116 | John Bertrand.... | 47 | 469 | June 28, 1908 | Jan. 18, 1921 | Sarcoma..... | 3000 | A. Bertrand, W. |
| 117 | J. E. Donahoo.... | 55 | 156 | Jan. 16, 1911 | Jan. 23, 1920 | Broncho-pneumonia | 1500 | Ella Donahoo, W. |
| 118 | John W. Fisher.... | 52 | 61 | Feb. 16, 1905 | Dec. 2, 1920 | Peritonitis..... | 1500 | Estella E. Fisher |
| 119 | Albert E. Luse.... | 64 | 22 | Dec. 16, 1900 | Jan. 17, 1921 | Myocarditis..... | 3000 | Katherine S. Luse |
| 120 | J. B. Hotchkiss.. | 76 | 179 | Oct. 23, 1884 | Dec. 15, 1919 | Blind left eye..... | 3000 | Self. |
| 121 | J. R. Mendham.... | 64 | 48 | Aug. 23, 1892 | Jan. 13, 1921 | Acute dilatation of ht | 3000 | A. L. Mendham |
| 122 | D. G. Sutherland. | 64 | 417 | Jan. 10, 1898 | Jan. 28, 1921 | Arteriosclerosis..... | 3000 | S. J. Sutherland |
| 123 | John L. Merrell.. | 46 | 814 | Nov. 22, 1903 | Jan. 2, 1921 | Encephalitis leth'gia | 1500 | Carrie E. Merrell |
| 124 | John E. Repose.... | 42 | 553 | Sept. 11, 1912 | Jan. 2, 1921 | Jaundice..... | 3000 | Josephine Repose |
| 125 | F. Y. Sherbondy.. | 47 | 197 | May 8, 1918 | Jan. 17, 1921 | Hemorrhage..... | 3000 | Nellie Sherbondy |
| 126 | Stuart White..... | 66 | 70 | Nov. 2, 1891 | Jan. 5, 1921 | Bright's disease..... | 3000 | Ellen M. White |
| 127 | Geo. J. Servin.... | 59 | 25 | Mar. 26, 1900 | Jan. 28, 1921 | Myocarditis..... | 1500 | Henr'ta V. Servin |
| 128 | R. M. Harris..... | 50 | 840 | Oct. 7, 1907 | Jan. 28, 1921 | Tubercular periton'is | 1500 | Blanche Harris |
| 129 | Fred C. Holmes.. | 51 | 429 | Dec. 27, 1903 | Jan. 28, 1921 | Hemiplegia..... | 1500 | Minnie Holmes |
| 130 | B. J. Phillips.... | 35 | 761 | Oct. 20, 1912 | Jan. 24, 1921 | Killed..... | 1500 | Edna Phillips, W. |
| 131 | N. McGrath..... | 65 | 359 | Dec. 17, 1885 | Jan. 12, 1920 | Blind left eye..... | 3000 | Self. |
| 132 | John Crowley.... | 78 | 185 | Sept. 25, 1891 | Jan. 9, 1921 | Gastric hemorrhage..... | 3000 | Mary Crowley, V. |
| 133 | B. W. Brickman.. | 49 | 340 | Mar. 26, 1899 | Jan. 21, 1921 | Uremia..... | 1500 | B. F. Brickman |
| 134 | A. N. Wetherell.. | 70 | 605 | Dec. 25, 1886 | Jan. 7, 1921 | Acute dilatation of ht | 3000 | Emma Wetherell |
| 135 | H. R. Wornock.... | 51 | 614 | Oct. 22, 1899 | Jan. 19, 1921 | Myocarditis..... | 1500 | Anna T. Wornock |
| 136 | M. D. Williams.. | 60 | 817 | July 30, 1900 | Jan. 26, 1921 | Chron. Bright's dise. | 3000 | Rosa B. Williams |
| 137 | C. J. Carpenter.. | 43 | 477 | Nov. 1, 1914 | Jan. 29, 1921 | Killed..... | 1500 | Cora B. Carpenter |

| Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Am't of Ins. | To Whom Payable |
|-------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|------------------------|
| Walsh..... | 48 | 477 | Mar. 4, 1901 | Jan. 29, 1921 | Killed | 1500 | Malinda Walsh, W. |
| Simpson..... | 73 | 401 | Sept. 27, 1892 | Jan. 20, 1921 | Myocarditis | 3000 | Rosa B. Simpson, W. |
| Connell..... | 74 | 238 | Oct. 10, 1889 | Jan. 11, 1921 | Angina pectoris | 4500 | Frances J. Connell, W. |
| Malloy..... | 60 | 769 | Feb. 23, 1902 | Jan. 5, 1921 | Apoplexy | 3000 | Annie E. Malloy, W. |
| untaberger..... | 68 | 344 | Jan. 12, 1898 | Jan. 18, 1921 | Carcinoma of stom'ch | 3750 | Dora Huntaberger, W. |
| Love..... | 79 | 28 | Mar. 10, 1887 | Jan. 16, 1921 | Organic heart trouble | 1500 | Nettie N. Watson, D. |
| Kimmel..... | 81 | 29 | Aug. 3, 1869 | Jan. 30, 1921 | Myocarditis | 3000 | Mrs. A. H. Kimmel, W. |
| Eichman..... | 44 | 186 | Aug. 14, 1909 | Nov. 22, 1919 | Blind | 1500 | Self. |
| W. Geary..... | 46 | 254 | Nov. 18, 1900 | Jan. 18, 1921 | Peritonitis | 4500 | Nellie Geary, W. |
| H. Minnis..... | 56 | 601 | April 12, 1903 | Feb. 5, 1921 | Killed | 3000 | Nora Minnis, W. |
| Schlegel..... | 42 | 4 | Mar. 3, 1918 | Feb. 5, 1921 | Streptoc'cic septicæa | 1500 | Em'aline Schlegel, W. |
| King..... | 61 | 370 | Nov. 22, 1892 | Jan. 27, 1921 | Pleurisy | 3000 | Gertrude King, W. |
| Hoag..... | 73 | 47 | Feb. 11, 1892 | Feb. 4, 1921 | Carcinoma of stom'ch | 1500 | Kate E. Hoag, W. |
| Fifield..... | 71 | 87 | Nov. 19, 1899 | Feb. 5, 1921 | Lobar pneumonia | 1500 | Annie L. Fifield, W. |
| McHugo..... | 55 | 572 | June 4, 1894 | Jan. 28, 1921 | Bright's disease | 1500 | Emma R. McHugo, W. |
| West..... | 60 | 190 | July 24, 1902 | Jan. 29, 1921 | Chronic heart disease | 1500 | Elizabeth West, W. |
| Kelly..... | 47 | 14 | Sept. 21, 1902 | Dec. 10, 1920 | Killed | 3000 | Loretta A. Kelly, W. |
| le V. Nixon..... | 48 | 192 | Mar. 1, 1908 | Sept. 20, 1920 | Murdered | 3000 | Pauline A. Nixon, D. |
| Jewett..... | 77 | 812 | Oct. 19, 1890 | Dec. 19, 1920 | Septic peritonitis | 1500 | Administrator |
| Slider..... | 52 | 827 | Oct. 25, 1908 | Dec. 29, 1920 | Heart trouble | 3000 | Carrie Slider, W. |
| d Larson..... | 50 | 392 | Feb. 1, 1902 | Dec. 29, 1920 | Cirrhosis of liver | 1500 | Sisters. |
| Bowick..... | 42 | 381 | Aug. 4, 1912 | Jan. 6, 1921 | Cardiac failure | 1500 | Children. |
| Jones..... | 42 | 649 | June 6, 1904 | Jan. 8, 1921 | Nephritis | 3000 | Sadie Jones, W. |
| Derby..... | 72 | 275 | April 30, 1886 | Jan. 12, 1921 | Arteriosclerosis | 3000 | Daughter and Sons. |
| Carter..... | 65 | 236 | May 22, 1889 | Jan. 12, 1921 | Heart failure | 3000 | R. S. Carter, S. |
| Harris..... | 62 | 94 | Mar. 15, 1903 | Jan. 23, 1921 | Erysipelas | 1500 | Bridget Harris, W. |
| H. Saunders..... | 63 | 63 | Sept. 2, 1917 | Jan. 25, 1921 | Operation a'pe'dictis | 1500 | K. Saunders, W. |
| Breed..... | 35 | 562 | July 14, 1913 | Jan. 28, 1921 | Left leg amputated | 3000 | Self. |
| Sihler..... | 48 | 522 | Jan. 5, 1908 | Jan. 30, 1921 | Aortic aneurism | 1500 | Louise Sihler, W. |
| J. Moran..... | 45 | 14 | Mar. 15, 1908 | Feb. 1, 1921 | Murdered | 1500 | Mary J. Moran, W. |
| A. Gillespie..... | 63 | 213 | Jan. 1, 1900 | Feb. 1, 1921 | Cancer of stomach | 1500 | K. Gillespie, W. |
| Larkins..... | 51 | 325 | June 11, 1899 | Feb. 2, 1921 | Acute dilatation of ht | 1500 | Anna M. Larkins, W. |
| Thompson..... | 59 | 365 | Feb. 26, 1918 | Feb. 3, 1921 | Nephritis | 9000 | Clara Thompson, W. |
| Cole..... | 63 | 153 | April 20, 1902 | Feb. 4, 1921 | Cancer of rectum | 1500 | Agnes F. Cole, W. |
| Krebs..... | 60 | 244 | Sept. 28, 1889 | Feb. 5, 1921 | Chronic nephritis | 9000 | C. T. Krebs, W. |
| Underwood..... | 70 | 463 | July 1, 1891 | Feb. 7, 1921 | Lobar pneumonia | 1500 | May I. Underwood, W. |
| B. Rocky..... | 67 | 851 | Sept. 24, 1899 | Feb. 8, 1921 | Lobar pneumonia | 9000 | Katie L. Rocky, W. |
| Criswell..... | 59 | 464 | Dec. 17, 1904 | Feb. 10, 1921 | Broncho-pneumonia | 1500 | Mary Criswell, W. |
| Humphreys..... | 74 | 34 | Oct. 8, 1894 | Feb. 13, 1921 | Carcinoma of st'mch | 4500 | E. Humphreys, W. |

number of death claims 93 } 97
 number of disability claims 4 }

Total amount of claims, \$234,000.00

Financial Statement

Cleveland, Ohio, February 1, 1921.

Mortuary Claim Fund

on hand January 1, 1921.....\$ 623,712.82
 from assessments Nos. 964-68.....\$237,197.06
 from members carried by the Association.....2,650.10
 from Bank.....1,895.71
 \$241,742.87 241,742.87

claims.....\$ 865,455.69
 232,155.60

nce on hand January 31, 1921.....\$ 633,300.19

Mortuary Expense Fund

on hand January 1, 1921.....\$ 120,689.29
 from fees.....\$ 826.63
 from 2 per cent.....5,451.06
 1.25
 from Bank.....1,258.63
 \$7,587.47 7,587.47

for January.....\$ 128,176.76
 8,197.19

nce on hand January 31, 1921.....\$ 119,979.57

Special Mortuary Fund

on hand January 1, 1921.....\$2,126,004.41
 in January.....\$27,255.37
 from Bank.....6,565.28
 from bonds.....770.00
 \$34,590.65 34,590.65

nce on hand January 31, 1921.....\$2,160,595.06

Indemnity Claim Fund

| | | |
|--------------------------------------|-------------|---------------|
| Balance on hand January 1, 1921..... | | \$ 119,456.91 |
| Premium received | \$80,239.83 | |
| Interest from Bank | 289.20 | |

\$80,529.03 80,529.03

| | | |
|----------------------|--|---------------|
| Total | | \$ 199,984.94 |
| Paid in claims | | 13,946.54 |

Balance on hand January 31, 1921.....\$ 186,039.42

Indemnity Expense Fund

| | | |
|--------------------------------------|--|--------------|
| Balance on hand January 1, 1921..... | | \$ 31,308.98 |
|--------------------------------------|--|--------------|

| | | |
|--------------------------|----------|--|
| Received from fees | \$ 11.24 | |
|--------------------------|----------|--|

| | | |
|-------------------------------|----------|--|
| Received from 5 per cent..... | 4,223.27 | |
|-------------------------------|----------|--|

\$4,234.51 4,234.51

| | | |
|-------------|--|--------------|
| Total | | \$ 35,588.49 |
|-------------|--|--------------|

| | | |
|---------------------------|--|----------|
| Expense for January | | 1,697.60 |
|---------------------------|--|----------|

Balance on hand January 31, 1921.....\$ 33,840.89

Statement of Membership

For January, 1921

| | | | | | | |
|---------------------------------------------------------------------------------|-------|---------|---------|---------|---------|---------|
| Classified represents | \$750 | \$1,500 | \$2,250 | \$3,000 | \$3,750 | \$4,500 |
| Total membership December 31..... | 1,297 | 53,296 | 102 | 23,315 | 5 | 5,370 |
| Applications and reinstatements received during the month | | 420 | ..... | 303 | ..... | 81 |
| Total | 1,297 | 53,716 | 102 | 23,618 | 5 | 5,451 |
| From which deduct certificates terminated by death, accident or otherwise | 5 | 109 | 1 | 46 | ..... | 1 |
| Total membership January 31..... | 1,292 | 53,607 | 101 | 23,572 | 5 | 5,441 |
| Grand Total | | | | | | 84,021 |

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, beneficiary of our late Brother, J. J. Conrad; amount due, \$464.04.
 Mary Agnes Hayes, beneficiary of our late Brother, Wm. E. Hayes; amount due, \$732.00.
 James Powers, beneficiary of our late Brother, Michael Powers; amount due, \$136.37.
 Mrs. Laura Thorp, beneficiary of our late Brother, F. B. Reynolds; amount due, \$1500.
 Mrs. J. A. Tanner, beneficiary of our late Brother, H. M. Robinson; amount due, \$1500.
 Jennie Showers, beneficiary of our late Brother, S. E. Ferguson; amount due, \$1436.50.
 Ranghild Carlson, beneficiary of our late Brother, H. Larson; amount due, \$1076.85.
 John McGinnis, beneficiary of our late Brother, W. J. Kelley; amount due, \$1337.52.
 Henry Hein, beneficiary of our late Brother, John Hein; amount due, \$1481.40.

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1867, 1869, 1878, 1879, 1881, 1883, we would like to purchase them.

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

NOTICE TO INDEMNITY POLICY HOLDERS

The Second Quarterly Premium for 1921 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before March 31, 1921. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

NOTICE TO SICK BENEFIT CERTIFICATE HOLDERS

The Second Quarterly Premium for 1921 on your Sick Benefit Insurance is due and payable to your Insurance Secretary on or before March 31, 1921. Failure on your part to pay this Sick Benefit Premium, as provided in Section 23, Page 14 of the New Feature By-Laws, will lapse your certificate and leave you unprotected. Be "on time."

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, 1126 ENGINEERS' BUILDING, CLEVELAND, OHIO, and it will receive prompt attention.

THE B. of L. E. JOURNAL

OLD ADDRESS

Name.....

Division Number.....

Box or Street No.....

P. O.....State.....

NEW ADDRESS

Box or Street No.....

P. O.....State.....

OBITUARIES

in accordance with the Ottawa Convention, resolutions of condolence, obituary letters or eulogies will be published in the Journal. All members will be listed under obituary heading with cause and date of death.]

Cleveland, Ohio, Jan. 17, Bro. J. S. Browning, member of Div. 4.

Cincinnati, Ohio, Feb. 5, septicemia, Bro. R. C. Crel, member of Div. 4.

Santa Ana, Cal., Jan. 5, double pneumonia, Willis Faust, Sr., member of Div. 5.

New York, N. Y., Feb. 1, gun shot wound, Bro. Moran, member of Div. 14.

Springfield, Ill., Jan. 4, old age, Bro. Wm. Dell, member of Div. 19.

Centtown, N. J., Feb. 10, kidney trouble, Jas. G. West, member of Div. 22.

Little Rock, N. J., Jan. 17, arteriosclerosis, A. E. Luse, member of Div. 22.

Greenville, Ind., Jan. 28, heart trouble, Bro. J. Serrin, member of Div. 25.

Pasadena, Tex., Jan. 16, old age and organic heart trouble, Bro. Edgar Love, member of Div. 8.

Albuquerque, Colo., Feb. 4, chronic myocarditis, Wm. E. Kiasgrye, member of Div. 29.

Albuquerque, Colo., Jan. 30, myocarditis, Bro. O. P. Dell, member of Div. 29.

Portland, Me., July 3, Bro. E. Jordan, Jr., member of Div. 40.

New York, N. Y., Jan. 31, apoplexy, Bro. Luke Kelly, member of Div. 41.

Lebanon, Pa., Feb. 4, Bro. O. P. Hoag, member of Div. 47.

Woodward, Mo., Jan. 13, heart failure, Bro. L. Mendham, member of Div. 48.

Jersey City, N. J., Dec. 10, accident, Bro. James C. Currie, member of Div. 53.

Somerville, Mass., Jan. 12, acute indigestion, Bro. F. W. Brothers, member of Div. 61.

W. Springfield, Mass., Jan. 25, appendicitis, Bro. John H. Saunders, member of Div. 63.

Grand Forks, N. D., Jan. 25, cerebral hemorrhage, Bro. J. F. Robinson, member of Div. 69.

Philadelphia, Pa., Jan. 1, heart disease, Bro. David Halligan, member of Div. 71.

Great Barrington, Mass., Oct. 18, Bro. G. A. Seeley, member of Div. 77.

Lafayette, Ind., Jan. 30, aortic aneurism, Bro. Wm. Sihler, member of Div. 82.

Troy, N. Y., Feb. 5, lobar pneumonia, Bro. Frank N. Fifield, member of Div. 87.

Peoria, Ill., Jan. 27, old age, Bro. Thos. Blair, member of Div. 92.

Marquette, Mich., Jan. 23, erysipelas, Bro. E. J. Harris, member of Div. 94.

Brockville, Ont., Jan. 16, paralysis, Bro. John Vance, member of Div. 118.

Indianapolis, Ind., Dec. 28, wreck, Bro. George Ruster, member of Div. 121.

St. Thomas, Ont., Jan. 19, heart failure, Bro. A. A. Young, member of Div. 132.

Ardsley, N. Y., Jan. 11, struck by auto, Bro. G. A. Seymour, member of Div. 145.

Norwich, N. Y., Jan. 15, leakage of heart, Bro. Robt. Holly, member of Div. 152.

Garrett, Ind., Feb. 4, cancer, Bro. L. G. Cole, member of Div. 153.

Bessemer, Ala., Jan. 23, pneumonia, Bro. J. E. Donahoo, member of Div. 156.

San Francisco, Cal., Dec. 21, heart failure, Bro. H. C. Martin, member of Div. 161.

Cincinnati, Ohio, Jan. 9, shot, Bro. C. J. Harrington, member of Div. 175.

Janesville, Wis., Jan. 9, hemorrhage, Bro. John Crowley, member of Div. 185.

Huntington, W. Va., Jan. 29, heart failure, Bro. Wm. H. West, member of Div. 190.

El Paso, Tex., Sept. 20, murdered, Bro. N. V. Nixon, member of Div. 192.

New Orleans, La., Jan. 9, heart failure, Bro. R. C. Pendergrast, member of Div. 196.

San Antonio, Tex., Jan. 17, hemorrhage, Bro. F. Y. Sherbondy, member of Div. 197.

Huron, S. Dak., Feb. 1, cancer, Bro. J. A. Gillespie, member of Div. 213.

Marshall, Tex., Jan. 14, acute indigestion, Bro. Frank Little, member of Div. 219.

Tacoma, Wash., Jan. 11, heart trouble and indigestion, Bro. P. W. Connell, member of Div. 238.

Hoquiam, Wash., Jan. 10, heart failure, Bro. A. S. Hodgdon, member of Div. 238.

Corning, N. Y., Feb. 6, diabetes, Bro. H. E. Krebs, member of Div. 244.

Newton, Kans., Jan. 12, lobar pneumonia, Bro. Byron E. Dick, member of Div. 252.

Salamanca, N. Y., Jan. 18, peritonitis, Bro. J. W. Geary, member of Div. 254.

Ashtabula, Ohio, Jan. 16, cancer, Bro. John C. Richards, member of Div. 260.

Covington, Ky., Feb. 9, killed, Bro. J. C. Green, member of Div. 271.

Bellflower, Cal., Jan. 3, cancer, Bro. J. L. Davis, member of Div. 288.

Grand Rapids, Mich., Jan. 16, old age, Bro. T. N. Riley, member of Div. 286.

Ontonogan, Wis., Jan. 14, blood poison, Bro. Chas. McClean, member of Div. 297.

Hallstead, Pa., Feb. 3, Bright's disease, Bro. John T. Ballow, member of Div. 305.

Galion, Ohio, Jan. 13, acute appendicitis, Bro. B. F. Mathias, member of Div. 318.

Niagara Falls, N. Y., Jan. 8, heart disease, Bro. N. B. Chamberlain, member of Div. 328.

Wichita, Kans., Jan. 18, cancer, Bro. Wm. Huntsberger, member of Div. 344.

Cumberland, Md., Jan. 15, meningitis, Bro. H. E. Rupenthal, member of Div. 352.

Kankakee, Ill., Jan. 11, cerebral hemorrhage, Bro. Grant Bauckman, member of Div. 354.

Louisville, Ky., Feb. 3, Bright's disease, Bro. Chester R. Thompson, member of Div. 355.

Pittsburgh, Pa., Jan. 27, pleurisy, Bro. P. W. King, member of Div. 370.

Versailles, Pa., Jan. 7, Bro. E. J. Griffith, member of Div. 370.

Ashland, Wis., Feb. 6, paralysis, Bro. H. C. Perkins, member of Div. 379.

E. Syracuse, N. Y., Jan. 16, ulcerated stomach, Bro. Chas. B. Gumore, member of Div. 391.

Roanoke, Va., Feb. 7, killed, Bro. E. D. Stott, member of Div. 401.

Roanoke, Va., Jan. 20, heart failure, Bro. J. H. Simpson, member of Div. 401.

Pittsburgh, Pa., Jan. 16, Bright's disease, Bro. A. D. Cowan, member of Div. 416.

Peoria, Ill., Jan. 28, hemorrhage, Bro. D. G. Sutherland, member of Div. 417.

Weed, Cal., Jan. 8, pneumonia, Bro. W. L. Wright, member of Div. 425.

Eagle Pass, Tex., Feb. 1, heart trouble, Bro. W. J. Seymour, member of Div. 426.

Addison, N. Y., Jan. 28, apoplexy, Bro. F. C. Holmes, member of Div. 429.

East Pembroke, Mass., Jan. 9, cerebral hemorrhage, Bro. W. H. Gaskin, member of Div. 439.

Streator, Ill., Feb. 6, Bro. J. Welsh, member of Div. 458.

Corbin, Ky., Feb. 7, pneumonia, Bro. A. D. Underwood, member of Div. 463.

Monongahela City, Pa., Feb. 10, pneumonia, Bro. Wm. H. Criswell, member of Div. 464.

Depot Harbour, Ont., Jan. 18, sarcoma, Bro. John Bertrand, member of Div. 469.

McMechen, W. Va., Jan. 29, boiler explosion, Bro. C. J. Carpenter, member of Div. 477.

Wheeling, W. Va., Jan. 29, boiler explosion, Bro. Matthew J. Walsh, member of Div. 477.

St. John, N. B., Dec. 30, gangrene, Bro. W. J. S. Thompson, member of Div. 479.

Ft. Worth, Tex., Jan. 14, complications, Bro. Jas. W. Schrey, member of Div. 501.

Palmerston, Ont., Jan. 18, old age, Bro. Wm. Webb, member of Div. 518.

Kansas City, Mo., Feb. 9, shot, Bro. Wallace W. Herriman, member of Div. 527.

West Moore, Pa., Jan. 23, fractured skull, Bro. Thos. N. Condren, member of Div. 543.

Antioch, Cal., Jan. 2, operation, Bro. J. E. Reposa, member of Div. 553.

Ft. Smith, Ark., Jan. 13, leakage of heart, Bro. John C. Hartzler, member of Div. 569.

Barre, Vt., Jan. 28, Bright's disease, Bro. John McHugo, member of Div. 572.

Malaga, Wash., Jan. 5, Bro. J. F. Gates, member of Div. 576.

Endora, Ark., Jan. 7, cancer, Bro. J. E. Smith, member of Div. 585.

Independence, Kans., Jan. 7, heart failure, Bro. A. N. Wetherell, member of Div. 605.

Mountain City, Tenn., Jan. 26, Bright's disease, Bro. M. D. Williams, member of Div. 617.

Bulls Gap, Tenn., Dec. 30, gun shot wound, Bro. L. D. Case, member of Div. 617.

New York City, Jan. 16, gas poison, Bro. Dunham Emery, member of Div. 637.

Brunswick, Ga., Jan. 10, heart failure, Bro. R. C. Jones, member of Div. 649.

Elizabeth, N. J., Jan. 9, senility, Bro. Henry Wolfskiel, member of Div. 688.

Minot, N. Dak., Jan. 23, fractured skull, Bro. John R. Cross, member of Div. 695.

Kansas City, Mo., Jan. 9, paralysis, Bro. John S. Monaghan, member of Div. 708.

Gassaway, W. Va., Jan. 24, killed, Bro. B. J. Phillips, member of Div. 761.

E. Stroudsburg, Pa., Jan. 23, aorta regurgitation, Bro. T. M. Lee, member of Div. 760.

Paducah, Ky., Jan. 4, Bright's disease, Bro. James Lloyd, member of Div. 762.

Memphis, Tenn., Jan. 16, anemia, Bro. Geo. L. Barnett, member of Div. 762.

Lakeland, Fla., Jan. 5, apoplexy, Bro. Michael J. Malloy, member of Div. 769.

Brunswick, Ga., Jan. 9, complications, Bro. H. K. Burgay, member of Div. 786.

Brunswick, Me., Jan. 2, sleeping sickness, Bro. J. L. Merrill, member of Div. 814.

Ind., Jan. 28, tubercular peritonitis, Bro. Harris, member of Div. 840.
 Philadelphia, Pa., Feb. 8, lobar pneumonia, Bro. B. Rockey, member of Div. 861.
 Colo., Jan. 24, killed, Bro. Dallas R. member of Div. 865.
 Angeles, Cal., Dec. 15, tuberculosis, Bro. antz, member of Div. 887.
 Rapids, Ia., Jan. 17, Mrs. Lottie Pritchard, wife of Bro. E. S. Pritchard, member of Div. 887.
 urgh, Pa., Jan. 26, pleural pneumonia, Virginia Estes, daughter of Bro. H. A. member of Div. 325.
 anati, Ohio, Dec. 23, John D. Snabley, Bro. John Snabley, member of Div. 95.
 ville, Ky., Dec. 29, Mrs. Emma E. Bethel, of Robt. E. Bethel, member of Div. 488.
 urgh, Pa., Jan. 23, kidney and heart Mrs. Ida M. Barton, wife of Bro. John on, member of Div. 325.

ADMITTED BY TRANSFER CARD

Mr. Cole, from Div. 152.
 T. Attridge, from Div. 328.
 ul H. Stuart, from Div. 220.
 J. Hardy, from Div. 873.
 Karch, from Div. 228.
 M. McClay, from Div. 397.
 ank E. Toms, from Div. 63.
 A. Fuller, from Div. 589.
 Wilson, from Div. 405.
 M. Shade, from Div. 233.
 W. Carr, from Div. 778.
 S. Brown, from Div. 61.
 O. McClenden, from Div. 223.
 E. Smith, from Div. 203.
 McKernan, from Div. 257.
 N. Johnson, from Div. 476.
 P. Golson, from Div. 632.
 F. Rollins, from Div. 425.
 A. Emerick, from Div. 735.
 phen O'Hara, from Div. 658.
 ed W. Wilkie, from Div. 14.
 R. Hardern, J. J. McKee, from Div. 772.
 C. White, from Div. 456.
 A. Elliott, from Div. 252.
 J. Watson, from Div. 803.
 C. Miller, from Div. 287.
 A. Sumrall, from Div. 777.
 ward Brothers, from Div. 562.
 se R. Grant, from Div. 553.
 an Imberg, from Div. 798.
 J. F. Maher, from Div. 8.
 J. McLaughlin, from Div. 11.
 J. Johnson, D. R. McKenzie, from Div. 320.
 E. Ellinger, from Div. 20.
 L. Naas, from Div. 855.
 j. P. Young, from Div. 141.
 n. R. Albright, from Div. 233.
 A. Royal, from Div. 799.
 J. Baldwin, from Div. 766.
 B. Willison, from Div. 136.
 K. Banning, from Div. 222.
 D. Leeper, Chas W. McAteer, Carl Mulins, C. P. Ritter, from Div. 228.
 W. Anderson, L. R. Baxter, Jos. Bradbury, J. P. Driscoll, F. C. Green, J. P. Tennessy, Jas. McFadden, Fred C. Payne, Geo. W. Pfeiffer, J. M. Phillips, R. D. Leese, H. A. Rose, H. G. Saunders, from Div. 634.
 S. Johnson, from Div. 774.

Into Div.

694—J. W. Schofield, from Div. 163.
 709—F. J. Bourgarde, from Div. 68.
 715—H. Mabce, from Div. 882.
 736—J. H. Sides, from Div. 187.
 785—J. S. Albright, W. T. Alexander, F. E. Allen, J. B. Amstutz, C. Auer, J. Aulsebrook, L. G. Baier, E. J. Bailey, H. R. Bailey, C. W. Bechler, E. S. Bechler, C. E. Bennett, J. F. Berger, G. P. Bickel, Jr., B. F. Bieri, E. E. Bieri, F. G. Bieri, G. D. Blackwood, F. O. Blair, Z. C. Bloom, R. H. Bonk, P. D. Bowden, W. L. Bowman, P. J. Boyle, B. H. Bradshaw, G. O. Brittain, J. H. Brock, C. E. Brown, C. L. Brubaker, C. C. Bruce, H. A. Buckman, G. W. Burch, H. G. Byrgman, J. Butler, G. L. Cable, V. Caldwell, W. Calloway, F. A. Campbell, J. L. Campbell, F. P. Carr, J. P. Carter, T. Carter, N. J. Chevrax, W. T. Cobb, F. H. Cochran, W. A. Collins, R. Cowell, R. E. Coy, A. J. Crawford, L. J. Crawford, C. E. Crider, E. Crider, C. E. Culp, A. L. Cunin, W. E. L. Davidson, B. Denton, W. H. Davis, R. A. Dille, L. B. Donaldson, P. J. Duffy, J. B. Duncan, H. L. Dunn, E. R. Eells, W. F. Elliott, D. A. Emerick, P. P. Faulds, J. H. Feldcamp, J. H. Ferer, J. G. Ferry, L. J. Feyock, H. J. Fisher, A. Flagle, E. G. Fryogle, J. R. Fulmer, A. W. Gallagher, J. G. Galliher, H. W. Garland, B. F. Garman, W. F. Garrison, S. Gasquoine, A. L. Gochnauer, C. J. Golden, D. L. Goudy, M. L. Graf, C. B. Graham, S. A. Grant, J. Grossman, W. W. Graves, H. O. Green, C. M. Grimes, H. M. Groat, L. Grove, D. Haag, F. Haag, Jr., F. L. Hampton, G. J. Harbaugh, H. C. Harbaugh, J. P. Harney, J. G. Harsh, E. P. Hartling, A. L. Hartzell, T. S. Haskins, H. Hays, D. J. Hebert, C. A. Hemphill, I. C. Henry, G. E. Hert, C. C. Himler, C. C. Hoover, J. F. Hunter, M. O. Hutchison, R. G. Hutchison, F. C. Hutton, J. B. Irwin, T. B. James, D. L. Johnson, F. M. Johnson, C. R. Johnston, W. S. Jones, E. T. Kaley, H. S. Keifer, F. Kesselem, H. F. Krug, L. Kuhn, G. B. Lemon, R. Lessener, O. Lightcap, H. D. Linaburg, G. A. Little, G. Lodge, W. H. Long, P. J. Lowrey, W. Maloney, F. Markham, C. Masters, F. Masters, W. Masters, F. P. Meade, R. Meeks, R. W. Meeks, P. F. Mehnert, Wm. Meickison, C. C. Mennard, E. M. Merryman, J. C. Metcalf, C. J. Millitzer, F. E. Miller, G. W. Miller, H. V. Miller, H. E. Mills, G. H. Minick, R. E. Mitten, H. D. Mohn, J. Montgomery, I. L. Moore, F. G. Moose, E. Moreland, L. F. Moyer, C. V. Myton, A. J. McCormick, P. C. McCown, W. L. McGinty, S. W. McKee, H. McPeck, C. McPherson, I. E. McPherson, G. F. Neff, J. R. Nelson, T. C. Null, C. R. Oberdusky, A. E. Overholt, J. O'Malley, M. O'Malley, G. W. Pegram, C. E. Pickens, W. I. Pletcher, C. R. Priest, W. J. Pulver, W. C. Rauscher, J. A. Reardon, M. Reeder, J. K. Reiman, D. D. Renner, A. S. Ricks, L. M. Rowan, F. Ruf, J. C. F. Rumpf, H. R. Salser, C. F. Scott, O. G. Scott, H. F. Seavers, A. Seigenthaler, C. W. Seigenthaler, Geo. Serban, D. Sexton, J. W. Shafer, C. E. Shaw, W. E. Sheets, R. D. Shreves, S. H. Shreves,

Into Div.

735—C. R. Smith, H. E. Smith, M. E. Smith, S. B. Smith, W. H. Smith, G. L. Stroupe, S. L. Stroupe, W. E. Stroupe, B. S. Stinebring, Leroy Stuckey, J. T. Stults, Robt. I. Sutton, Jr., J. Swan, Harry J. Swank, Fred H. Tait, J. R. Taylor, H. H. Trautvetter, Wm. Trompower, G. A. Trudeau, Frank A. Turney, J. V. Van Aredale, C. V. Van Horn, Wm. T. Walton, Robt. O. Watson, S. J. Watt, John R. Wells, L. K. Welty, E. F. Wendling, A. Wirtenberger, A. E. Wervely, Chas. J. Wilhelm, W. H. Wilhelm, C. E. Williams, Jos. Wilson, R. M. Wilson, W. W. Wise, H. J. Wolforth, M. W. Woodward, E. D. Yeagley, H. Zurbrugg, from Div. 627.

740—C. E. Doyal, from Div. 554.

755—E. C. Mathes, from Div. 187.

768—J. V. Noblitt, from Div. 660.

774—Thos. Albright, J. N. Ames, A. O. Ather-ton, Frank F. Bork, A. I. Forrest, J. H. Grindley, E. W. Hastings, R. G. Hawley, H. B. Hoffman, O. M. Holman, R. S. Johnson, W. C. Johnson, E. Keller, P. A. Larson, R. L. Mentzel, H. Muehlenbein, J. A. Newhouse, Geo. Ourada, Ed Purkis, C. M. Rasmussen, M. J. Sax, John Seabrook, John Wadsworth, W. J. Zimpel, from Div. 372.

798—A. W. Kinghorn, from Div. 540.

800—W. E. Pickering, from Div. 773.

816—Frank Nunn, J. Partington, from Div. 764.

818—A. B. Thompson, from Div. 677.

823—Geo. R. Wickersham, from Div. 203.

C. W. Veazey, from Div. 323.

834—J. K. Brown, from Div. 219.

838—R. R. Marler, from Div. 366.

W. W. Carlisle, from Div. 885.

843—J. F. Moffatt, from Div. 796.

E. Gleason, from Div. 847.

865—C. A. Dearing, from Div. 483.

882—E. R. Schmidt, from Div. 66.

WITHDRAWALS

From Div.

81—John Van Gunten 592—J. W. Bilton
264—A. H. Herzmark 624—S. E. Bartholomew
892—L. G. Wilkinson 814—M. W. Banton
418—G. E. Anderson 850—John R. Purcell

From Div.

REINSTATEMENTS

Into Div.

1—E. L. Lau 396—O. D. Adams
10—J. S. Kelly 400—W. R. Wise
12—Thos. J. Quinn, Jr. 406—H. M. Storey
45—S. L. Delevie 428—A. E. Jackson
71—Raymond Scott 437—W. A. Frazier
Mathew 448—E. M. Pile
Greisheimer 455—A. L. Hulett
78—W. J. Swift 475—J. E. Hawkins
86—J. E. Clark 520—J. C. Howe
97—F. L. Christopher 538—Thos. Moulson
170—N. H. Mitchell 613—W. L. Young
B. K. Stamm, Jr. 615—Chas. L. Adams
233—C. M. Fouché 634—Fred McAtee
239—S. L. Coram 665—Chas. Young
240—Chas. M. Galloway J. W. Mallick
249—P. J. Schrader 723—Grover Tripp
308—A. G. McMillan 727—L. G. Righdenour
315—F. M. Rosenbaum 731—G. R. Walker
319—J. McKee 781—Sam E. Vinson
A. Parent 815—R. D. Johnston
355—C. B. Nelson 826—Geo. J. Leary
360—Otto Dutcher 846—A. C. Allee

Into Div.

EXPELLED

Non-Payment of Dues

From Div.

11—John A. Duncan
23—W. L. Walters
Jas. E. Willis
28—T. W. McDonald
43—C. H. Wetsell
61—W. E. Bibb
71—Richard Fowler
Harry Lankert
Geo. M. Ritter
Wm. Tyler
85—F. H. Griffen
M. L. Vantassel
101—J. M. Chandler
110—J. W. Doane
T. J. Mangin
128—W. I. Miller
135—S. F. Dries
156—P. R. Bosworth
210—O. L. Hudson
232—J. J. Kellum
233—C. J. Penn
C. E. Whittington
236—T. O. Murphy
269—J. E. Muldoon
309—O. L. Reeves
419—B. C. Mathies
432—C. W. Drew
443—Adam Rebmam
456—J. T. Kemp
L. S. Cronk
463—M. E. Wright
Floyd Rice
488—C. J. Money
504—E. G. Bennett
J. T. Hines
G. G. Heller
511—Mitchell Buck
G. J. Martin

From Div.

525—Geo. E. Wells
530—J. L. DeArmond
539—Geo. Ehlenberg
596—W. Williams
606—C. E. Condon
F. C. Miller
R. H. NeSmith
622—H. F. Townley
634—J. M. Johnson
646—T. A. Hollingsworth
683—E. L. Diamond
693—Frank J. Whitten
708—Fred H. Miller
711—H. H. Trammill
713—J. E. Whalen
763—Geo. Cornell
W. Miller
769—J. J. Finley
772—E. E. Wright
M. A. Monahan
J. G. Repp
818—A. E. Washington
832—Geo. A. Mee
844—T. G. Skinner
A. L. Trombly
846—W. D. Hardman
887—J. E. Wilson
R. E. Wagner
A. H. Severe
G. G. Schmitt
J. H. Moore
H. Jennings
R. E. Hook
G. W. Duquette
W. E. Cunningham
D. H. Caldon
J. B. Bassler
J. A. Grove

For Other Causes

From Div.

4—T. McNally, forfeiting insurance.
53—T. H. Egan, E. A. Monroe, C. S. Miller, forfeiting insurance.
55—L. W. Hendrickson, forfeiting insurance.
59—N. G. Henry, forfeiting insurance.
75—John H. Miller, forfeiting insurance.
96—Harry M. Smeby, forfeiting insurance.
101—L. E. Harwood, forfeiting insurance.
220—F. B. Zerenberg, forfeiting insurance.
233—J. O. Slagle, non-attendance.
298—Herbert Chrisjohn, forfeiting insurance.
301—R. J. Brooks, forfeiting insurance.
314—J. M. Giffen, violation of obligation.
409—W. F. Carpenter, forfeiting insurance.
419—F. Goetze, forfeiting insurance.
488—J. W. Warren, violation Sec. 85, Statute.
495—J. L. Clark, violation of obligation.
497—Francis Miller, forfeiting insurance.
507—W. A. Woods, forfeiting insurance.
525—H. L. Hitchcock, forfeiting insurance.
533—A. Black, refusing to take out insurance.
594—Sidney Bloodgood, forfeiting insurance.
614—Frank E. Throop, Geo. W. Snyder, H. G. Goe, forfeiting insurance.
682—A. F. Stiemann, forfeiting insurance.
713—J. M. McConnell, forfeiting insurance.
851—Ralph Blood, E. S. Smith, forfeiting insurance.
887—Jas. H. Lysaght, forfeiting insurance.

800 12511

MAY 1921
\$1.00

LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

Bro. W. B. Prenter's Trip to the
Panama Canal

The Possibilities of the Brotherhood
Insurance
By W. E. Futch

Banking by Mail in B. of L. E.
Co-operative Bank

The Third Triennial Convention

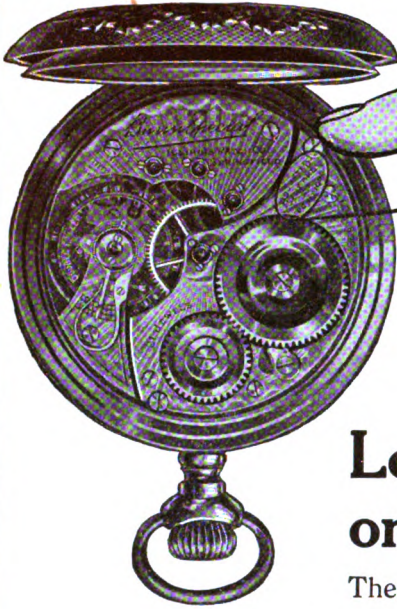
A Word to the Wise Should be Sufficient
By E. H. Kruse

MacArthur's Cartoons

Vol. 55

APRIL 1921

No. 4



*Ask your
jeweler
for these
watches*

*Write for booklet
Illinois Watches
and Their Makers*

Look for this stamp on the watch you buy

Then you can't go wrong in buying your watch.
You need the best there is NOW.

It may be required LATER.

Originally, railroad watches were not adjusted in five positions.

Later, three position adjustments were required.

Now, the inspectors are not allowed to pass watches adjusted to less than five positions.

For the present, five position watches are standard.

But railroad requirements are continually going higher—not lower.

So why take any chances on a five position watch when you can just as easily get the superior

SANGAMO SPECIAL and BUNN SPECIAL

watches which are adjusted to temperature, ism and SIX POSITIONS?

ILLINOIS WATCH COMPANY
Springfield, Illinois

HARVARD COLLEGE
AUG 7 1922
LIBRARY

LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED MONTHLY AT CLEVELAND, OHIO, BY THE B. OF L. E.
C. H. SALMONS, EDITOR AND MANAGER
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 55 APRIL, 1921 Number 4

A Trip to the Panama Canal

BY W. B. PRENTER

being detailed on a mission to the Canal Zone by the Brotherhood to make a personal investigation of conditions existing concerning our Organization, we



W. B. Prenter, F. G. E.

ed from New York on the Pacific
am Navigation Company's new twin
w mail steamer "Ebro." The
ther being perfect we landed at Ha-
a, Cuba, our first stop on Feb. 2
5 a.m., after a very enjoyable trip,
were informed that as soon as the
migration officers had examined our
sports and we had passed the doc-

tor's examination also, we would be permitted to go ashore for the day, but must be back on the ship before midnight. We gladly embraced the opportunity and spent a most delightful day in the capital of Cuba. Havana has a population of 350,000 and though typically foreign to an American, in many ways, is a thoroughly modern city, and is called "The Paris of the West." Comfortably tired after a day spent in visiting the various points of interest ashore we returned to the ship, which at midnight started for Christobal, Canal Zone, our destination, arriving there on Sunday morning, Feb. 6. Following the usual passport and health inspection, we went ashore and after our nine lazy days at sea, all were glad of the opportunity, so we hastened to that splendid hostelry, the Hotel Washington, which is operated by the Government, and where we felt perfectly at home.

We spent ten days on the Canal Zone. After visiting Panama City we sailed through the canal from Panama to Colon on the steamship "Newport" from San Francisco. This was by special arrangement through the courtesy of the officials of the Panama Railroad. We enjoyed the various features of interest along the canal immensely, as there is so much to see that is unusual for any visitor. The Canal itself is a marvel of human achievement, and is easily the greatest engineering feat of the age, and should be a source of pride to every red-blooded American.

On our return trip we sailed from Christobal, Feb. 16, on one of the ships belonging to the United Fruit Com-

pany's great "White Fleet," the "Terra Alba," arriving at New Orleans on the 21st, feeling fine after a most delightful trip across the Caribbean Sea and the Gulf of Mexico.

Believing that anything concerning the Panama Canal would be interesting to the readers, the following description, issued by the United States Government, is submitted to the JOURNAL:

THE PANAMA CANAL

CONSTRUCTION

Situation.—The Panama Canal connects the Atlantic and Pacific oceans through the narrow Isthmus of Panama, where also the long Continental Divide, extending from Alaska to Magellan, dips to its lowest point. In ancient geologic periods there was a natural channel here, but later the land rose and left the Isthmus as a barrier between the oceans. After centuries of erosion, with the formation of valleys on either side of the central ridge, the distance between shores at the place selected for the Canal was 34 miles, and the low point in the Continental Divide through which Gaillard (Culebra) Cut has been driven was some 305 feet above the level of the sea when the French began their excavation. The highest point on the center line of the Canal was 312 feet above the level of the sea.

Route of Canal.—The line of the Canal goes up the valley of the Chagres River on the Atlantic slope, passes through the ridge of the Continental Divide in the Gaillard Cut and descends to the Pacific down the valley of the Rio Grande.

By following this route of minimum excavation, the Canal channel is 42 miles in length between shore lines, or eight miles more than the air line distance. It is 50 miles long from deep water in one ocean to deep water in the other. In nautical miles, the length is 43.84 miles.

Lakes and Locks.—By building Gatun Dam across the valley of the Chagres, Gatun Lake was formed. It floods a great part of the valley and backs up against the Continental Divide. Its surface is 85 feet above the level of the sea, which made it possible to reduce by 85 feet the depth of the cutting necessary to make the channel from Gatun to Pedro Miguel.

The passage between the Atlantic Ocean and Gatun Lake is made by the three steps of Gatun Locks. On the Pacific side the passage between the summit level (Gatun Lake level) and the Pacific is made by means of Pedro Miguel Lock, Miraflores Lake, and Miraflores Locks. A set of three locks to make the whole step at one time would have been built on the Pacific side if it had been possible to secure a site affording a firm rock foundation large enough to accommodate them.

Gatun Locks, including the approach walls, are one and one-fifth miles long. Pedro Miguel Lock, five-sixths of a mile; Miraflores Locks, slightly over one mile. Each of the twin chambers in every flight of locks has a usable length of 1000 feet, and width of 110 feet and is about 70 feet deep. The Miraflores Locks have extra depth to account of the tidal variations in the Pacific. The flights are duplicate "double-barreled" so that ships may pass in opposite directions simultaneously.

Sections.—The sections between the Atlantic Ocean and Gatun Locks and the Pacific and Miraflores Locks are at sea level. The Atlantic sea-level section is about six and two-thirds miles long. The length of channel within Gatun Lake from Gatun Locks to the north (or Atlantic) end of Gaillard (Culebra) Cut is 24 miles. The Cut is eight miles long. The channel through Miraflores Lake is a mile, and the length of the Pacific sea-level section is eight miles.

Gatun Dam.—Gatun Dam is a low, broad ridge built across the valley of the Chagres where it passed through a gap, about seven miles above the mouth of the river. It was built on two wings, extending from either side to an intermediate hill which rose near the center of the swampy stretch across the valley; the hill, being rock, was taken as the foundation for the concrete spillway. In building each wing parallel ridges or "toes" of rock were dumped about half a mile apart, connecting the hills, and the space between the ridges was filled with an impervious mixture of clay and sand. As the height increased the dumping of rock was carried inward, bringing the ridges closer together, and gradually an artificial ridge was formed.

As completed, the two wings of Ga

the spillway have an aggregate of 8400 feet. Gatun Dam is one mile wide at the base, sloping to a width of 100 feet at the top. The crest of the dam is 105 feet above the normal level or 20 feet above the normal level of the lake. The surface of the dam has been planted with grass and shrubs, and the east wing is the site of the locks.

Spillway.—To control the rise of the water in Gatun Lake is provided with a spillway, through which excess water is wasted, flowing into the lake through the old channel of the lake. The spillway dam, a structure of concrete, on which the 14 regulators are mounted, was built in the form of an arc of a circle and is 1,000 feet in length. The spillway discharge channel is 285 feet wide.

Electric Station.—A hydroelectric station, erected on the east side of the spillway discharge channel, discharges water from Gatun Lake for generating electricity for the operation of the locks and shops and various industrial and domestic uses on the Canal Zone. The transmission system distributes current over the Isthmus following the track of the Panama Railroad. A reserve steam generating station at Miraflores, is connected with the canal.

Gatun Lake.—Gatun Lake has an area of 164 square miles when its surface is at its normal elevation of 85 feet above sea level. It is the largest artificially formed lake in the world. The area of the watershed tributary to Gatun Lake is 1320 square miles.

Width and Depth of Channel.—The width of the Canal channel is 500 feet at sea level sections, from 500 feet at Gatun Lake, and not less than 400 feet in the cut. It is 42 feet deep at the Atlantic sea level section, and 45 to 45 feet deep in the lake section, including the cut, and 45 feet deep at mean tide in the Pacific sea level section.

Variation.—The normal variation in the high and low tide on the Atlantic is about one foot; on the Pacific it is about 12½ feet, with occasional ranges of 21 feet. The mean level of the Pacific at the Isthmus has been found to be about eight inches higher than the mean level of the Atlantic. In the month of February they

are the same; but throughout the rest of the year, on account of current, tidal, and wind influences the mean level of the Pacific ranges above that of the Atlantic; it is as much as one foot higher in October.

Direction.—Where the Canal is, the axis of the Isthmus runs from southwest to northeast. The Canal was built from northwest to southeast, almost at right angles to the strip of land, and the Pacific end of it is about 27 miles east of the Atlantic end.

Aids to Navigation.—Both entrances to the canal are protected by breakwaters. A thorough system of lights and buoys makes the canal as safe to use at night as by day.

Capacity.—The canal is capable of handling the largest ships which have been built. It could handle about 48 ships of usual size in a day.

PANAMA RAILROAD

The Panama Railroad extends between Colon and Panama, on the eastern side of the canal, and is 47.61 miles long. A branch line, extending from Pedro Miguel to Las Cascadas, and crossing the canal on a floating bridge at Paraiso, was discontinued Jan. 1, 1921. The railroad as built in 1850-55 followed the course of the Chagres from Gatun to Gamboa, and was for the most part on the west side of the route of the canal. With the building of the canal it was necessary to relocate the railroad throughout practically its whole length.

The construction of the original railroad was done by an American company in the years 1850 to 1855 under great difficulties; its completion antedated by 14 years the completion of the first transcontinental railroad in the United States. At that time gauges had not been standardized, and a width of five feet was adopted for the Panama Railroad. This gauge has been maintained since. The railroad was an essential factor in the construction of the canal, and is an important adjunct to its operation. It is equipped with 90-pound rails, rock-ballasted track, and automatic signals. It uses modern American rolling stock, including oil-burning locomotives.

FACILITIES FOR SHIPPING

The completed canal has been equipped not only for its own satis-

factory operation but for assistance and supply to the ships traveling this way. It is an outpost of repair and supply in a section of the world otherwise not well equipped for the maintenance of modern vessels.

Coal, Fuel, Oil, Water.—Coal, fuel, oil and water were from the first seen to be the prime necessities. The canal has coaling plants of 700,000 tons combined capacity, which can load from 100 to 500 tons an hour, as fast as the ships can receive the coal in their bunkers. The oil plants, operated by oil companies as well as by the canal, have storage for approximately 1,250,000 barrels of oil, including crude fuel oil, Diesel oil, and gasoline. The supply of pure water is practically unlimited. Most of it is drawn from Gatun Lake, filtered and purified, and pumped to the town and cities.

Stores, Slaughterhouses, Ice Plants, Hotels, Etc.—In addition, the Government operates stores which handle all sorts of foodstuffs and supplies for the ships and their personnel. These supply 50,000 people on the Isthmus regularly, and have ample reserve stocks. Cleared pastures of 50,000 acres, cattle brought in on canal steamers, and a modern slaughterhouse and cold-storage plant make these among the cheapest ports in the world for fresh beef. As many as 200 beeves are slaughtered daily. Two large ice plants supply the local demand and the ship trade. Steam laundries are operated at both terminals. Thoroughly modern hotels, restaurants, and hospitals accommodate the traveling public, as well as Government employees, including the army and navy forces stationed on the Isthmus.

Dry Docks, Repair Shops, Salvage Equipment.—The repair facilities include a dry dock 1000 feet long by 110 feet in width, with a depth over keel blocks at normal high tide of 43 feet, and a 300-foot dry dock for smaller vessels. The large dry dock is one of the largest in the world; it can receive any ship afloat. Extensive foundries and shops are operated in connection with the dry docks and have performed repair and manufacturing and construction work on a wide scale. Floating cranes, tugboats, and a salvage steamer assist in repair and salvage.

The Government has followed a policy of making the Canal route attractive as well as feasible and of coupling

with it many features of assistance to shipping.

HISTORY

Columbus.—Christopher Columbus visited the shores of Panama, on his fourth and last voyage, in 1502. He was then skirting the coast southward from Honduras to Venezuela, seeking "the secret of the strait" which should lead on to India. He turned into the beautiful harbor at Porto Bello, which he so named, and investigated the reaches of Limon Bay, now the Atlantic entrance of the canal. Columbus died in the belief that he had reached Asia, and the hope of the secret strait persisted years after the discovery of the Pacific, in 1513, by Vasco Nunez de Balboa.

Balboa.—Balboa crossed the Isthmus on a course about 100 miles to the southeast of that line of the Canal, and entered the Pacific in the Gulf of San Miguel, naming it that because he reached it on the day of St. Michael. Four hundred years later, almost to the day, on September 26, 1913, took place the first test operation of Gatun Locks.

Projects.—Following the discovery of the Pacific, the search for the strait continued on both sides of the continent, resulting in the discovery of the Strait of Magellan (1520), but nothing closer to north latitudes. Leaders began then to talk of making a strait, and in 1529, Alvaro de Saavedra, a companion of Balboa in the discovery of the Pacific and later one of Cortez', most persistent lieutenants in the search for the strait, prepared the first plans for a canal.

Construction.—The first actual work on the canal was begun by the French on Jan. 20, 1882. A reorganized company resumed operations in October, 1894, and continued work of varying extent until its rights and property were purchased by the United States under the authority of the Act of Congress of June 28, 1902. The American occupation of the Canal Zone began on May 4, 1904, and in the eleventh year after that the canal was opened. The first ocean steamer passed through on Aug. 3, 1914, and on Aug. 15, 1914, the Canal was opened to commerce. The official and formal opening of the Canal was proclaimed by the President on July 12, 1920.



THE OPEN DOOR

CORRESPONDENCE

All contributions to our Correspondence columns must be in not later than the 10th of the month, although matter for the Links or Insurance Departments sent in before the 17th will be published in the next issue.

It matters not whether articles are written on one side of the paper or not, so that you have something to say that will be of interest to the readers, or of benefit to the Brotherhood.

Writers may use any signature they like with their articles, but should also give their name and address.

All communications to the Journal are subject to revision or rejection by the Editor, as he is held legally and morally responsible for same.

The Delegates

Soon will come the delegates,
Here from all the Yankee states,
And down from the land of snow,
Where the biting blizzards grow,
Canada will also send
Her full quota, to attend,
Promptly on the opening day,
The convention here in May.

Veterans of industrial wars,
Proud still of their battle scars,
Who for freedom paid the price,
Long ago, in sacrifice,
That the principle of right
Would some day rule over might;
Glad they've lived to see the day;
They'll be flocking here in May.

Old time contests of debate,
In conventions, they'll relate.
How "Bill Jones," when all seemed lost,
In the ring his "kelly" tosst,
Bolstered up a losing side,
All the enemy defied;
Skinned them with his eloquence,
And "hung their hides upon the fence";
Wit and grit had won the day,
As it will again, in May.

Young men, also, you may wage,
Making their first pilgrimage,
Will be here to help the cause,
Frame the rules and form the laws,
That will guide the B. L. E.,
Onward to prosperity;
Where she's headed straight today.
Hark! they're coming, clear the way
For the delegates, in May.

JASON KELLEY.

Impressions of a B. L. E. Man

Since my return from Russia, where I spent some time on the Trans-Siberian Railroad between Vladivostok and Irkutsk, I have had time to reflect upon the unusual conditions I found, and left there, and of how different they are in our own country. Of course, the conditions there were somewhat aggravated on account of the

war, but there was much in the slow progress of the country and the general make-up of the working classes which told the story of the utter failure of the repressive system of government under which the people had been ruled for centuries, which had sown into the hearts and the minds of the people a spirit of discontent and want of ambition that was reflected in everything in Russia, on the railroads in particular.

There is no comparison between the railroad people of that country and those of the United States, and the thought is deeply impressed on my mind that in railroading there is need of a certain spirit of co-operation between all engaged in the service, and that spirit is born of a freedom which is denied and has been denied the Russian people for so long that they do not know what it really means.

And while reflecting on the wide contrast between the two countries, the thought came to me that we must encourage co-operation between ourselves if we expect real progress here. There is now much division of opinion on agreement on some questions of importance concerning our interests as engineers, one of which is the Chicago Joint Agreement. We read in the JOURNAL letters from men, from Brothers, mining you, favoring the removal of all restrictions as to mileage of the regular men. Now, that is not a fair proposition. Nor is it a wise one. It is not following out the principle of co-operation, the foundation upon which our Brotherhood rests, but is a move toward breaking down that principle and leading to the policy of every man for himself, and that is a decidedly backward step, and while there is a temporary advantage gained in the shape of a few more dollars for the regular man, it would mean a loss of as many times that amount, besides other losses too numerous to mention, in the future.

I believe the engineers should manage their own affairs and all affairs concerning engineers, and as the fireman of today is the engineer of tomorrow, he would have more respect for the B. of L. E. and join its ranks instead of remaining in the ranks of the B. of L. F. & E., as some are now doing.

We should also pay strict attention to the enforcement of the eight-hour day, for it would seem after all we have done in that direction one is forced to

the conclusion by what he sees and hears and reads that, after all, it was not so much shorter hours that some wanted as more pay regardless of the hours. Let our slogan be eight hours' work, eight hours' recreation, and eight hours' rest. We should also provide for a special earning limit for our men during times of unusual business depression, such as the present, and lower the maximum limit to 35 days under any conditions. Such a regulation would do much to relieve distress and promote harmony and prevent that divided opinion among our members which tends to weaken our force for good to ourselves and each other.

All should do their part in this matter, for all are concerned, and while some may profit by the present rules for a time, the time may come when they will see the folly of their course of failing to co-operate for the best interests of all.

Where there is a will there is a way, and the result of a combined effort along the lines indicated here will mean much to our glorious Order and all its members
J. E. BLUETGE, Div. 167.

--- "Cut it Out"

THE FRATERNAL CANCER

"However strong the bond may be
That binds us in fraternity;
Tho' woven by a master's hand,
And of the purest gold each strand,
If somewhere, hidden, there should be
Corroding stains of bigotry;
Like cancer eating at the heart
'Twill cause the strongest bond to part,
And all the good the master wrought
With hand and brain must come to naught."

I recently read the above lines by Bro. "Jason Kelley," and was especially struck with the way they fitted present day conditions in the labor world, for we not only have to fight the open shop advocates and those who are making every effort in the world to destroy all labor organizations, but, in addition, we have to fight the menace of race and religious prejudice which is again making itself felt in our ranks.

I recently saw a secret service report which showed the different methods used by our enemies to destroy local organizations, hoping, through the destruction of the locals, to bring about the destruction of national organizations as well. The plan our enemies use is to play on whatever weakness

the local leaders may happen to have. If a man happens to love money too well, they will endeavor to reach him with money. If he has a weakness for games of chance, they endeavor to get him tied up with gambling debts. If he has a weakness for the fair sex, they plan accordingly. In fact there is no scheme they will leave untried, and, after everything else has failed, they always have their one last and most powerful scheme in reserve, and that is to foment race and religious prejudice among members of labor organizations, and the pity of it is their last plan always has a certain measure of success, for it seems to be an inherent weakness of human nature to follow the plan of the residents of the Whitechapel district of London, England, of some years ago, who were always ready to "leave arf a brick" at any stranger who happened to come along.

There is no reason in the world why there should not be fraternal union with those of different races and religions, for, like Kipling's "Judy O'Grady and the Colonel's Lady," we are all alike under the skin.

There never was a time in the history of organized labor when our opponents were so determined in their efforts to destroy us, or so confident they could do so, and, unfortunately for us, there never was a time when conditions seemed to favor our opponents as they do today, with several million of men out of work, with unrestricted immigration, and our exports cut off on account of the condition of foreign exchange, and, most serious of all, the restricted buying power of the farmer, as a result of the present situation, for we know that at the present time, he is not receiving as much for the corn, wheat and cotton that he raised in 1920 as it cost him to produce it. The condition of the wool grower is equally bad, for he finds himself with millions of pounds of wool on his hands for which there is no market.

From the above you can easily see that general conditions of today favor the enemies of organized labor much more than they do its friends, but with all of this against them, labor organizations can never be destroyed from the outside. The only way that a labor organization can ever be destroyed is

through internal dissension, and nothing on earth will bring this about as quickly and surely as race and religious prejudice, and you can be sure that our friends, the enemy, are going to spring this on us in the very near future. In fact, there is every evidence at hand that they have already started to spread their poisonous propaganda.

Brothers, you have cause to look with suspicion on any member who at any time brings up the question of race and religion, and it should be the policy of all Divisions to promptly sit down on any member who disseminates poison of this kind.

If we hope to keep what has been gained through 56 years of effort and sacrifice, we will have to be a unit on all things affecting our Organization.

Enemies of organized labor have perfected an organization of their own. In fact, their present fight on organized labor is the strongest that we have ever had to meet and unless we, as members of the B. of L. E., keep our forces intact we are in danger of a "Labor Armageddon."

A manufacturer in one of our large industrial centers does not hesitate to say that every fourth man in his employ is a spy. A private detective agency reports that it has succeeded in having its employees join the local organization of a certain craft, and these employees so won the confidence of their fraternal brothers that they were elected president and secretary of their local, and these men then proceeded to make arrangements for a ball which left the local in debt \$500, and eventually disrupted it. It is admitted by employers that this is one of the favorite schemes used to disrupt locals.

What difference does a man's race and religion make to you or me so long as he is a loyal member of the organization that protects our wages and working conditions? I am sure that if Section 95 of the Statutes is strictly observed by all members of the B. of L. E. we will never be in any danger of destruction on account of the question of race or religion. These questions are always thrown out as a smoke screen when our enemies have some scheme on foot to injure us. Do not fall for this, and in addition it will be advisable to sit down hard on anyone raising these questions in your pres-

ence. If we expect to retain our present wages and working conditions we will have to do that to keep our Organization intact.

In closing, I am going to say to the man who will raise the question of race or religion in his Division is a man to his Organization at any time. At this particular time is a traitor to the Brotherhood. "Cut it out."

In my opinion, the question of race and religion is most beautifully summed up in the following lines from a number of the *Kiwani's Magazine*.

At the muezzin's call for prayer
The kneeling faithful thronged the square
And from Pushkarra's lofty height
A dark priest chanted Brahma's might.
Amid a monastery's weeds
An old Franciscan told his beads;
While to the synagogue there came
A Jew to praise Jehovah's name.
The one great God looked down and
And counted each His loving child;
For Turk and Brahman, Monk and Jew
Had reached Him through the gods they

E. HARV

Mileage Restrictions Should Continued

With all due deference to the opinions of the Brothers writing the recent articles appearing in the *Joint Agreement* concerning the Chicago Joint Agreement, I am still of the opinion that it is a decidedly progressive and constructive arrangement.

It must be admitted that the idea of a maximum mileage limit is not a perfect application of the principle of live and let live we have ever had. The greatest fault we find with it is in the way it is applied. Some of its restrictions; that is, they do not "tote" fair with the Agreement. Instead of trying to regulate mileage by laying off a trip or trip they see they are going to overstep the mileage limit, they do just the reverse and try to exceed the limit, then find fault and blame it all to the Chicago Joint Agreement. While the Agreement is not perfect, our objections to it are often purely psychological. It would seem much better if all could get to thinking right along the same way, but these faults will adjust themselves later when we view all sides of the question, and it has been truly said there is a room for improvement, and that is

of the Joint Agreement, as it is not by any means perfect.

I hope that all representatives at the next convention will take steps to prevent the making of excessive mileage, as it is only a backward step and not in harmony with the principles of justice or progress, and it is bound to react against us in the future. If we draw large checks for a few months, everybody has our yearly salary fixed on that basis, and there is no argument that will satisfy the public. Make some changes. If you want to make a change for the betterment of this Agreement, would suggest you give the extra man some more mileage. He has to live, and his expenses generally are about the same as yours; also change the register of arrival, so that the engineer's register is not complete unless his mileage is shown, but don't change the Chicago Joint Agreement unless you substitute something that will prevent the making of excessive mileage while other Brothers are making less than a living wage.

WARD MAC.

Our Excessive Maximum Mileage

I note with interest the many things that are being said regarding the Chicago Joint Agreement, and must say that I have failed to find where any Brother opposing this Agreement has presented any argument except an absolutely selfish one. I believe that each and every Brother that helps to make the Organization a success will agree with me that selfishness is detrimental to any organization, whether of labor or government. An increase of mileage is bound to decrease pay per mile, and an increase of hours will cause a decrease of rate of pay per hour, which tends to forfeit the things we have gained. In fact, Brothers, those who oppose the Chicago Joint Agreement have not the welfare of the Brotherhood at heart, and their action does not promote good feeling between the two Organizations.

No, Brothers, we cannot afford to be selfish. When you respect the rights of the other fellow you are helping him and the Organization, and, in the end, yourself as well.

My objection to the Chicago Agreement is that it permits excessive maximum mileage. MEMBER DIV. 785.

Don't Let Go Until You Find Something Better

It seems that the favorite indoor sport of some of our Brothers is taking a wallop at the Chicago Joint Working Agreement; they evidently think it the cause of all our industrial ills and, like the negro who wished to rid his dog of fleas and believed the only remedy was to kill the dog, they want the Agreement to be completely done away with.

I wish to say that any Local or General Committee that cannot handle the affairs of their Organization successfully in compliance with the Chicago Agreement have either failed to function by not putting forth their best efforts or are not big enough for the job.

Brothers, if you cannot handle your job, put it up to the chief executives of the two Organizations and they can and will make a decision in fairness, even if not satisfactory to all, and you can, too, if you will only get down and try. It makes one with a drop of sporting blood in his veins just a bit weary after an agreement has been made to hear a complaint that the other fellow got too big a bite of the apple. This is a reflection on the intelligence of our representatives which is not warranted by the facts in this case. The writer holds no brief for anyone, but speaks from an experience as Local Chairman of his Division for the past 15 years and as either a member or Local Chairman of the committee in both Organizations for over a quarter of a century.

A few years ago when the engineers were having their first concerted movement to get decent wages, right then the firemen on a big southwestern railroad pulled off a strike over the question of jurisdiction over a few switch engines. The energy wasted fighting each other, if properly applied, would have meant thousands of dollars for the engineers and firemen in the western territory. The Chicago Agreement not only cleaned up a dirty mess but forever settled the question of jurisdiction and plainly states who will place an interpretation on schedules, and it was only after we had quit fighting among ourselves that the railroad officials conceded the exclusive right to the B. of L. E. to write schedules for the engineers.

Experience has taught us that a sep-

arate schedule for both Organizations is best, as it tends to lessen friction. Having had to hike for a job on several occasions, I found out only a few of the big western roads and some of the southern roads that used colored firemen, hired engineers. Now, the Chicago Agreement states all roads will hire engineers. We do get engineers hired here, but the problem is to maintain them during slack business. The Chicago Agreement is not to blame for this; it is our seniority rule, and I do not believe any engineer wants to do away with the latter.

Brothers, the Chicago Joint Working Agreement is one of the best and most progressive laws ever enacted for our Brotherhood and by Brotherhood men, too, for the hours of service, eight hours a day and time and a half for overtime was the product of other legislative bodies. It has met all the requirements for which it was originally intended—jurisdiction, regulation of mileage, a minimum for extra engineers, a hiring and promotion rule, and, best of all, a peace that has meant harmony and co-operation, the only thing that will get you anywhere.

Brothers, at the next convention, give all of these points consideration and ask yourself seriously if you know of any better plan, but do not let go with one hand to grasp something with the other just for a change.

F. M. ANDREWS,
Local Chairman, Div. 672.

Our Insurance Should Not be Given First Consideration

Recently our Division was obliged to reject several applications for membership due to the applicants' inability to qualify for our insurance (see Section 27, Statutes), also Ruling No. 6, Grand Office Report, dated Nov. 10, 1920. One of these men, over 50 years of age, immediately made application to and was admitted into the B. of L. F. & E. I am not attempting to throw bricks at those who have built up our insurance, which no doubt suited past conditions, but we are living in the present and attempting to provide for the future (laws endorsed by the next convention will hold for three years), therefore, the policy of being first an insurance company and secondly a labor organi-

zation, I contend is out of date and should be reversed. Our laws should be amended to admit any locomotive engineer in active service, 21 years of age, of strict morals and sound judgment, whom the members of the local Division may elect, irrespective of his qualifications as an "insurance risk."

How can we hope to get all engineers in the B. of L. E. if men are to be disqualified because of physical unfitness or being over 50 years of age? If I am physically unable to pass the medical examination, that is my misfortune and there are men who (through fire, heavy modern engines or through accident, and many through wounds received while fighting for their country) cannot pass, then is it fair to them or to the men to whom they make application to become members of a labor organization of men who must work alongside each other that our law should prevent their admittance, simply because they are a "poor insurance risk?"

As a Brother says on page 98, February JOURNAL, get all men actually operating motive power into the "Engineers," and your mileage question will be more easily settled, for my experience has been that our Division, composed of men in all classes of the service, can agree on that question, being satisfied to abide by a majority finding.

The conflicting elements enter when the fellow who does not belong (though operating motive power, and eligible) has had no say and feeling that he should have been consulted, starts in to find fault for the sole purpose of creating a disturbance, thinking by such means he may justify his remaining a "engineman" and thereby influencing others to keep him company, so to avoid wounding his vanity you must consult his wishes.

I often wonder if the powers behind the B. of L. E. and B. of L. F. & E. could be induced to call a joint convention for the purpose of considering:

1. Automatic transfer from the Firemen to the Engineers as soon as eligible
2. Amalgamation of the Engineer and Firemen's insurance association

If I could have taken an endowment policy (such as ours) in the B. of L. E. when I joined in Larimore, N. D., 20 years ago, I figure I would be better fixed for insurance today.

Delegates, think it over. Much will depend upon your effort to change the situation which provides for two organizations to take care of the interests of practically the same body of men.

W. S. B.

A Well Merited Reward

As Bro. John R. Marsh of the Cincinnati Northern Railroad was pulling out of Bryan, Ohio, on Jan. 8, 1921, he heard cries for help and saw a couple of boys who had broken through the ice on a pond where they were skating and were holding on to the ice to keep their heads above water. Brother Marsh sized up the situation quickly and after stopping his train plunged into the pond and rescued the two unfortunates, who were about exhausted when he arrived.

The city of Van Wert, in recognition of his bravery, presented Brother Marsh with a medal, a replica of that presented to Messrs. Paulding, Williams and Van Wert for the capture of the British spy, Major Andre, during the Revolutionary War. This is the third time Brother Marsh has risked his life for others, having saved a boy at Uno Lake and a man at Goose Lake, Michigan. It is a rather odd incident in his life that Brother Marsh was himself saved from drowning when a child.

Brother Marsh is a member and also Insurance Secretary of Div. 384, and he comes from railroad stock, his father having also been an engineer. R. M. B.

How the Agreement Works Out

In reading the discussions on the Chicago Joint Agreement, I notice most of the Brothers who are in favor of it blame the older men for trying to scrap it. Now, the Agreement doesn't really affect me; the Brothers who have been hurt most on our divisions are the young men. We have members who have been deprived of \$2000 in the last two years by this Agreement. I know of engineers with seven years' seniority who last summer were drawing as low as \$60 to \$80 for two weeks' work, and they were working when and where they could, while firemen with two months' seniority were drawing \$125 for the same period. I have in mind

another instance where a Brother was pulled off the engineers' list but could not go firing as there was a job running a switch engine open, 212 miles from his home terminal, which according to the Agreement he had to take, if only for a few days, as was the case in this instance. Not a very good thing for him after eight months of starvation wages on the extra list and switch engines.

We have gained some new members lately. Not on account of the Chicago Agreement, but rather because we older members promised to do all in our power to do away with it as it now stands, for I can assure you there are many here who can see no good in it for anybody. J. A. DUNN, Div. 669.

Persistency Necessary to Success

Man's greatest triumphs have never been won without a struggle, and when he has won his battle the rest of the world admires his grit. You will find when you come to it that the hill is not so steep as it may look, and you know that the constant dripping of water will wear away the stone, that chains are forged link by link and ladders are climbed round by round, so it is perseverance and patience that counts.

We must apply that principle, to the advancement of ourselves and the Brotherhood and remove any obstacles that stand in the way of our doing so. We must awaken those who are inactive for good and curb those whose activity is along radical lines. At this time in particular there is need of serious thinking and conservative action. The officers of the B. of L. E. are trying to conduct the business of the Organization along those lines to improve all conditions concerning our welfare as employees to enable us to maintain a fair standard of living, for when that is done a general improvement in all that goes to make loyal employees and good citizens must follow.

So, let us devote ourselves to the work of boosting the B. of L. E., for there our interest lies, and its power for doing good will depend wholly upon how much of interest we show in what it is trying to do for us.

ERNEST A. TOLCH.

BOOST THE PLUMB PLAN

Does Not Want the Agreement Abolished

I have noticed several articles which have appeared in our JOURNAL from time to time, Brothers, finding fault with the mileage limitation as outlined in Article XI, Chicago Joint Agreement. A few of the Brothers are opposed to it so much that they want it abolished. Other Brothers contend that the mileage limitation restricts their seniority to the extent that they are not permitted to earn as much wages as they used to under the old system.

I wish to state that I am a senior engineer and haven't worked spare for a number of years, but at the same time I cannot agree with the Brothers who wish to have the mileage limitation abolished on account of the following reasons: That if the engineers who are fortunate enough to be assigned to passenger or fast freight runs, if permitted to run as they used to before the mileage limitation became effective, we would never get the wages raised sufficiently for the engineers who are compelled to run slow freights, who must now work 38 days to make their pay come up to the fast freight engineer. Under the old system it was also impossible to regulate the spare board so the spare Brother would get a square deal, who has to pay his dues and assessments just the same as the senior engineer; in most cases he is up against a harder proposition because the junior engineer's family as a general rule are dependents, while the senior engineer's family in most cases are able to take care of themselves. Another good thing the mileage limitation did was the keeping down of the big pay checks that the engineers used to earn under the old system, which could be and was used against us in the public press, and when our Grand Officers were required to appear before the railroad managers' committee to ask for higher wages for the Brother in slow freight service.

I will admit that Article XI is not easy to work out as it is written, but it can be worked and it forces us to live up to our Brotherhood obligation. Some Brothers contend that mileage limitation restricted their seniority, but the seniority rule plays no part in the mileage limitation; the rule does all it is intended to do by fixing our "rights to runs."

We enforce the mileage limitations on the western lines of the Canadian Pacific Railway, and I hear very little complaint. The reason that it is working smoothly with us is, we had the rule modified to overcome some defects in Article XI. We had our schedule rules changed and agreed to by the management, that we are permitted to divide each month into from two to four periods when each engineer is required to begin his mileage month, and we divide our months into four periods at this station, when engineers will be required to begin their mileage month, and in addition to the monthly period system we have divided our seniority list into four groups, senior, junior, and spare engineers all together.

The first group begin their mileage month at the first of each month and end with the last of each month.

The second group begin their mileage month the 8th of each month and end with the 8th of each month.

The third group begin their mileage month at the 16th of each month and end with the 16th of each month.

The fourth group begin their mileage month at the 23d of each month and end with the 23d of each month.

In addition to the foregoing period system the engineers are required to write at the bottom of their trip tickets on arrival at home station after making a round trip, the total miles of each trip, including short turns, if any, since they left their home station. The locomotive foreman's clerk writes the round trip mileage, as written by each engineer, in a book in locomotive foreman's office, which is provided for that purpose, opposite each engineer's name and his "period" and when engineer's mileage reaches 3800 or 4800 miles respectively, the engineer is relieved by a spare engineer. If an engineer wishes to lay off before his period is up, he is permitted to write "off one trip." If there is a spare engineer available he will be relieved; if there be no spare engineer, he will be called, and if an engineer is satisfied with less than maximum he is permitted to write the word "limit" and he will be relieved if there be a spare engineer available, and by the foregoing method it is easier to maintain a uniform spare board and the spare engineers get work to do four times in each month.

Article X, Chicago Joint Agreement, Clause G, is a very undesirable rule for the junior Brothers, and we had Clause G modified and embodied in our schedule as follows: No engineer will be permitted to go back firing if there is a regular engine for him at any point on his seniority district, subject to the following conditions: While a junior engineer is assigned to a regular engine at any point on his seniority district making not less than 3200 miles per month for a period of at least 60 days, or an engineer is assigned to switch engine making not less than 26 days per month for a period of at least 60 days, such engineer may go back firing at his home station until he has been notified where he must displace a junior engineer assigned to a regular engine under above conditions.

An engineer having to move under this rule will be permitted to return to his home station when he stands for work on the engineers' list at that station.

We find that the foregoing modification works very satisfactory, and it does away with the practice of having the junior Brother during times of demotion having to go from terminal to terminal at his own expense and being subjected to the life of a common tramp.

In conclusion, I wish to state that we should not try to tear down but instead try to build upon the present foundation.

J. D. McLEOD, Div. 750.

A Criticism from Canada

Though much has been said against the Chicago Joint Agreement, I have failed to see any suggestion for a remedy, excepting to abolish it altogether. There is no question but it was intended to lessen our difficulties, but it seems to have only increased them. Those who stand for regular engines and passenger runs are provided for, but there are others who though they are taxed as much are only spare men whose interests are overlooked in the making of schedules, and we were never hit harder than right now, as the effect of the general depression of business falls heavily on the spare men.

It was thought the Chicago Joint Agreement would bring about harmony between the engineers and firemen, but the reverse seems to be true. How can you expect any good where such a con-

dition exists? The only remedy in sight is either to abolish the Agreement or so modify it that it will provide for better equalization of the conditions it is supposed to regulate.

A BROTHER, Div. 295.

The Meddlesome Chamber of Commerce

Chambers of Commerce seem to be pretty much the same in all our cities of any importance. Instead of being strictly what their name implies, "an association of merchants for the regulation and encouragement of trade," they are constantly meddling in affairs which would seem to be outside the zone of their professed activities, for they have become strikemakers as well as strikebreakers, and are becoming perniciously active in opposition to organized labor in a general way. We note Brother Stone resigned from the Cleveland Chamber of Commerce. It was no doubt disagreeable to continue to meet with that body, which was employing every means to discredit labor in the eyes of the public, and my first impulse was to applaud our Grand Chief for his act and his stinging rebuke to the Cleveland Chamber for its change of policy, but later the thought occurred to me that as a pig pen can only be cleaned from the inside, and as our Grand Chief's life work is devoted to warfare in the interest of humanity, it seems as if he could have done more good by staying inside. But, far be it from me to criticise, for the critics are always too busy anyway; besides, I am a long ways from Cleveland and, like many others, most all I know about Chambers of Commerce is that they are all against the interests of the laboring man. Fault finding, we know, is a prevailing fault in labor organizations, and I sometimes think it is more prevalent in our own than in others, although it must be conceded that we are perhaps most familiar with our own family troubles, so if Brother Stone should at times feel that some of the members are ungrateful or severely critical, he need not be surprised when there are so many who appreciate nothing but the "almighty dollar."

Gratitude seems to have become a lost virtue with some. We have fair wages and working conditions and many other improvements that have

been gained during the past eight years, but did you notice how beautifully we showed our gratitude in the late national election? Before closing I will ask the readers to permit me to suggest a way to correct the error by naming for President in 1924, J. M. Barton, and for Vice President, W. S. Stone, or vice versa, if you like; either way will suit me.

J. BALENTINE, Div. 161.

Instruct Your Delegates

The article on page 154 of the February JOURNAL entitled "Time to Right About Face," explains the attitude of the railroads quite thoroughly where it states, "Several years ago some far-seeing (?) railroad executive conceived the idea that the best way to curb the progress of the B. of L. E., the recognized parent organization of the railroad unions, was to swamp them with an excessive number of their own kind and thus cheapen the price of their labor, just as the price of coal or potatoes are cheapened by an overstocked market."

I'm for a 100,000 membership and hope to see it in the next year or two, but I have my doubts about the wisdom of allowing too many paper engineers to be made, which is just what the Chicago Agreement is doing for us now. A large number of them can only work as engineers a short time each year during the rush season, and how many of them will join the B. of L. E. when they become eligible? Are they all going to be satisfied in years to come by working as engineers a short time each year, in case of trouble? Remember, every time a wiper is promoted to firing, a fireman is usually promoted to engineer, and often while Brotherhood engineers and firemen out of a job have only one choice, "back to the farm or other common labor" conditions for the benefit of Brotherhood men who may be unfortunate enough to lose out.

I would favor raising the extra man's mileage to the same as the regular man; surely it costs them as much to live. I would also like to see engineers who are incapacitated for road service given a chance at the hostling jobs as far as their seniority will permit, which is only fair, as some are unable to do anything else.

If it can be done, and "Uncle Dud"

and others who are in a position know, say it can, let's pay half or all the insurance to members who have belonged to the Order for a certain number of years, the limit to be fixed by the convention.

Brothers, think these things over carefully and discuss them in the Division room and instruct your delegates accordingly.

MEMBER DIV. 677.

Legislative Boards

Inasmuch as there seems to be considerable dissatisfaction as to the cost and manner in which our Legislative Boards are handled, it would, I believe, be a splendid idea to enact laws at our next G. I. D. convention reducing representation at these board meetings which would naturally reduce the expense.

And while I am not in favor of abolishing the Legislative Boards, I am heartily in favor of reducing the representation by adopting plans similar to those now in effect, which has a materially reduced representation to the G. I. D., which I am sure can be done without prejudice to the interest of the Organization. And I believe it can be done in the following manner: Let each railroad in a State or Territory elect by referendum vote of membership in such State or Territory a delegate to the Legislative Board, and in States that have more than five railroads, let the board reduce to an executive committee composed of not less than five members of the board, after each delegate has presented his grievances, and if a triennial meeting officers have been elected.

Now, I fully understand that some Brother will raise the point as to how and where you will get your information as to the qualifications of members who might allow their names to be used as candidates, without making a political issue. This, I am sure, could be easily handled in many ways entirely satisfactory to all.

Think over this proposition, Brothers. Why send 10, 20 or maybe 40 men to the Legislative Boards to look after your interests, when one man could serve you just as well? And certainly we need have no fear when it comes to reduced representation, for it has been successfully tried out in the G. I. D.

Div. 301.

What of the Future?

Supplementing my letter in the March JOURNAL, page 193, I want to speak a of few of the advantages to be gained by making the changes in our laws that I have suggested. One of the most important and economical points in fraternal life insurance is to keep the average age of the membership as low as possible, and this can only be accomplished by getting every available man to join at the youngest age we can. I have no exact figures to guide me, but I believe it is a very conservative statement to say that the average age at which we are initiating our new members into the B. of L. E. is above 30 years, and as the rule for hiring firemen requires new men to be between the age of 21 and 26 years, it should be plain to see that our present laws bar us (as well as the future members we expect to get) from on an average of eight or ten years, at which time the expectancy of life is the greatest and the risk is the least.

The young man just starting in as a fireman expecting to make railroad-ing his life work wants life insurance and protection in his line of work; but we cannot give it to him though he expects some day to be an engineer. If he is a normal man he assumes the responsibility of a family, and wants the best protection he can get to safeguard his position and insurance to protect his increasing family. He joins the B. of L. F. & E. and perhaps some other social and fraternal orders, and takes out all the insurance he can afford. Finally when he has been promoted we say to him, "You ought to now join the B. of L. E." He tells us he has all the insurance he can pay for. We say, "You should now withdraw from the firemen and join the engineers"; but in turn he tells us he has already paid one admission fee; carried the insurance for a number of years, when, we would not give him the protection he so much needed, and that he has also a pension which he has been carrying for some time that he does not want to throw away, as it all represents labor and money to him. That is the proposition we must face and we must legislate wisely to meet it successfully.

I am with Brother Wood of Div. 755 when he says we are not getting a square deal with the Chicago Joint

Agreement; also as he says that when the B. of L. F. & E. wants to run the whole darn shooting match, I too am ready to go to it.

However, I, for one, do not believe a very large percentage of the members in either order want strife or trouble, but if the two orders are not going to consolidate as one organization the B. of L. E. must surely so change their laws that they will have an equal chance for new members and at as young an age as the B. of L. F. & E. has, if they expect to continue in the life insurance business. The accumulation of a large reserve fund and the building of fine buildings may be all right and commendable if we perpetuate our membership, but if we continue to rely on the deserters from another order for our recruits, our reserve funds will be little more than an expensive glittering display for the present generation only.

Brothers, is it not time that we did some sober thinking? There may have been a time when two orders were needed for the engineers and firemen, but at the present time the closer we stand together the better it will be for all of us. Nothing would please the enemies of organized labor more than to see two orders in the same line of work get to scrapping, for they know that would mean distrust of one and another in the union ranks and give those enemies an opportunity to destroy what we have spent years to gain.

Brothers, there is no sentiment about this matter, it is a business proposition. By adopting it we would do away with all suggestion of a joint agreement, as the firemen would handle the firemen's business in the first degree, and the engineers would handle their affairs in the second degree, and they would work in conjunction when necessary. Our new members would join at a younger age and take out more insurance and a larger percentage would take the pension, all of which would strengthen the foundation of the B. of L. E. and make the membership 100 per cent.

HENRY H. TINKHAM, Div. 176.

A Londoner says the American language is nothing but slang. We hotly deny it. Some of it is profanity.—*Nashville Tennessean.*

A Plea for the Extra Man

I wish to compliment Brother Watson of Div. 803 on his good letter in the February JOURNAL. It surely hits the nail on the head, and we have the same troubles he refers to on the B. & M. R. R. We have men who will work as hard as they can stand to, and then after making what they call a good week's pay will boast about their job, without telling how many hours they had to work, and this gives the public a wrong impression that is not favorable to us.

I hope at the next convention something will be done for the extra engineers, as their expenses are greater than those of the regular men. The pay of the extra man should not depend upon chance; a certain rate at least should be guaranteed, for is he not supposed to hold himself ready to call at all times, and is that not service? I also think it would be no more than fair for the railroads to pay the away-from-home expenses of the firemen and engineers when on duty.

W. F. WELSH, Div. 418.

A Broad View of the Situation

Some writers to the JOURNAL are in favor of doing away with the Chicago Joint Agreement, of going it alone, but evidence in the shape of the C. B. & Q. strike, as well as that on the Lehigh Valley, Ann Arbor, and others would seem to prove that an organization working alone is at a disadvantage, and that it would be a backward movement to try to do so.

Intelligence and effort should be made to improve the Agreement rather than to dispense with it altogether. A senior Brother writes that the old men are getting the worst of it, while a junior man claims just the opposite. There is more fault to be found in the application of the Agreement than in the Agreement itself, although it would stand revising. At one time we used to hire and promote on a fifty-fifty basis. Section "H," article 10, should be amended so an engineer could get a job running if he loses out, and at least get a hostling job, which he cannot do at present. It is no more fair that an engineer should be prevented from holding a hostling job than that a fireman should be denied promotion.

The letter of Brother Wilkens, 17 and 18 of January JOURNAL, to me like an imposition on the neer, for there are firemen who more than is coming to them, as as engineers, as selfishness is a herent failing of human nature, seems to be pretty evenly distributed among all our people, regardless of their occupations.

At the present time there are influences working to defeat organized labor, and the bankers are among the most powerful of these. The students from Princeton College and students from high schools here are there spreading anti-strike propaganda throughout the country, and the "press" is saying that "wage earners will soon be eating out of the hands of their employers."

The prevailing fault of the present generation of workmen is indifference, and if it continues we cannot expect the success that is our due.

One brother writes that he feels we had Government ownership of the roads the traffic rates would be lowered and reduction of wages followed. Let me ask what are the railroads under private control but cutting rates without any reduction of traffic whatever?

Deposit your savings in the B. Bank, Brothers. The success of the bank will add to the prestige of the Brotherhood and you should promote that in more ways than one, when you do not you are but helping other banking institutions with your own money to work the more effectively against your own interests.

'Tis said the darkest cloud has never lined, but the present indications are that the banks and "Big Business" in general are co-operating to take the lining and leave labor nothing but the cloud. HENRY HEIDE, Div. 418.

Do Something for the Old Man

I am with you, Brothers, the more we serve it, no matter what it is worth to do. "Just hitch up and I'll go with you."

Whatever we may do at the next Convention, or try to do, we cannot overpay them for what they have done in the past for us in making the sacrifices they did years ago, to get what we have today.

Keep in mind this fact, though, Brothers, it will cost us a little more than it is costing at present.

The self-sacrifices of some of our older Brothers rise up before me quite often, when I compare conditions and compensations now and when we had no agreement with railroad companies.

I have in mind one of our Brothers, whom numbers of you know quite well, especially those who have attended our Conventions in the last thirty years, who helped to make this Brotherhood what it is, in the section of the country that he ran an engine.

When a young man he was chairman of the General Committee of Adjustment in the early nineties. The committee, with our beloved Grand Chief of that time, Bro. P. M. Arthur, in conference with the officials of the old Plant System, now a part of the Atlantic Coast Line Railroad, lost out. They realized, when too late, that they were not dealing with straight, honest, upright officials, as they had been accustomed to. The entire General Committee of Adjustment, except one, who later it developed was the "leak" on the committee, together with several members of the local committees on different Divisions, were discharged for the good of the service, and termed "agitators." There were 32 in all that were unyielding in their loyalty to the chairman and the welfare of the Brotherhood.

To intimidate the men the company had a few men hired at outlying points, such as Atlanta, Macon, Savannah, Montgomery and Jacksonville, and at the opportune time landed them on engines of the different divisions of the system, to learn the road. Bro. P. M. Arthur's instructions to the men were to save their jobs. They had been polled and the strike ballot was almost unanimous, but he realized it was too late to call a strike, after he had deferred calling it, as planned by the chairman. A few weeks after, the officials called a meeting at Waycross, Ga., inviting the public, the employees of all classes, including grease wipers and track hands, and our General Chairman, intended as a fulfillment of a promise of the President to meet the Grand Chief and the General Committee of Adjustment. Our chairman attended this meeting, under protest, and when the master of ceremonies

asked if there was anyone present who had anything to say in behalf of the engineers or Brotherhood, our chairman stood up in that meeting, knowing he was deserted and alone, laid his job on the sacrificial altar for us of today on that system, by making the best effort of his life, before or since. He told them what the Brotherhood was, what it stood for, what it had done, not only for the men, but the railroad company, and what it would continue to do, and that it would live and would not perish from this section of the country, and that they would live to see it come back stronger than ever.

After the meeting one of the general manager's paid agents approached our chairman and advised him to withdraw from the Brotherhood, go and see the general manager and everything would be all right. His reply was, "Never, the general manager will have to call at my office if he wants a conference with me." Within a week, with a spotless record of eight years, he was "discharged for the good of the service."

With a man without anything except his monthly salary, a wife and three small children and his mother to support, with his home only partly paid for, I say without fear of contradiction, Brothers, that is going some in the way of sacrifice to perpetuate this Brotherhood of ours.

A few months later, at the Ottawa Convention, where the Plant System affair was discussed and thrashed out, this Brother I refer to, who is none other than Bro. W. E. Futch, was elected president of our Insurance Association. Bro. W. B. Prenter was elected secretary-treasurer, and those of you who know them as well as the writer will agree with me, that when we signed these two, we signed two "big leaguers," for they have been battling over 300 ever since, and their battling average has improved each year.

I had not intended referring to Brothers Futch and Prenter, or our Insurance Association, but having worked and served on committees with the former, and familiar with his sacrifices for our Brotherhood, it proved an irresistible temptation to use his case to show what hundreds and hundreds of our older members have gone through, the price they have paid, that the present generation of engineers may enjoy the vastly improved condi-

tions and increased pay over that which prevailed a quarter of a century ago.

So when you are talking about sacrifices for the good of the Order, Brothers, don't forget that the one made by Bro. W. E. Futch, now president of our B. L. E. Insurance, was of the kind that rings true, and it is upon a foundation formed by just such personal sacrifices that our organization is founded, and there is no doubt in my mind but that the example set by Brother Futch in standing up for a principle regardless of the personal cost, had much to do with instilling the same spirit in others in the Southeast, thus adding to the number, as well as improving the quality of our membership there, which is second to none today.

Do something for the old men.

PLANT SYSTEM VICTIM, Div. 649.

Something Else Worth While Considering

It seems to be the popular thing today to discuss the Chicago Joint Working Agreement. So far as I am concerned, though being a spare man—and some spare just at present—I am willing to abide by the will of the majority, but there is one question in which we should all take an active interest, and that is the payment of away-from-home expenses, such as board and lodging, which should, in all fairness, be paid by the railroads. This should be done for men on irregular runs at least, for while a man on a regular run can prepare for the trip, it is impossible for the man doing irregular work to do so.

It is not my intention to criticize the last Agreement, but I know that prior to it we were not often held at away-from-home terminals more than ten hours, because our pay started after that time, while at present we are often held for 14 and 16 hours, but if the railroads were compelled to bear the expense that results when we are held away from home, we might not be held so often, or so long, and if we were, we could better afford it than at present, when the loss of time and the expense together cut into our pay pretty deep.

I wish to say that I heartily approve of Grand Chief Stone's action in resigning from the Cleveland Chamber of Commerce.

MEMBER DIV. 40.

A Glance Into the Future of the B. of L. E.

We are told that the world is somewhat out of joint, and judging by some of the things which have taken place during the past few years, we can say it is any wonder that it is so? Business is surely out of joint, at least to the dear old public who pays the fiddler but don't dance much at that—things are so. But other things seem to be out of joint, too; one of these is the Chicago Joint Agreement, if we are to believe some of the writers in the JOURNAL, but after all, may we not say that the opinions of some are based upon pure selfishness of those who place personal interest above general welfare? I would say, also, that with all the criticisms there are no real substitutes offered for that document that are, in my opinion, any better.

There are likely to be a number of changes at our next convention owing to the new bank which will have grown so as to call for the undivided attention of someone competent to manage it. It grows bigger, and we have the matter or men, to do it.

Other changes will follow, for the promotions to the bank will leave vacancies to be filled, of course, and it is to be hoped that the convention will be guided by the broadest views for the welfare of the Brotherhood in the selection of those who will be assigned to fill these places, as no doubt there will be.

There is much constructive work ahead for the B. of L. E. Its pensions and insurance, good as they are, may need revision to suit the times, besides which the outlook in the present reconstruction period is such as will call for a good leader to pilot the old B. of L. E. through the storms, the clouds which are already gathering in the distance. But we have the material on hand to meet any emergency, so we should not worry? For not only have we the ability but the enthusiasm as well, and that counts, too. I know it from my own experience, for when I thought I would like to go firing but not being overly rugged, I feared I couldn't stand the gaff, but about that time Charley Hogan was cutting the mustard on the New York Central with the famous old 999 in a way that made railroad history for the world to read and that awoke a desire in me to

firing, regardless of the grief, so I got the job and made good. At any rate, the work didn't give me cold feet, hard as it was, for I had enthusiasm to support me. That's the same thing that makes a fellow run a marathon race without faltering, and that is what will make our coming leaders measure up to the job. We can afford to pay them well for the work, for we know the quality of their service will be worth the price.

So, taken all in all, there is nothing we have to meet ahead of us that we are not provided for, and we only hope that the next generation will be able to give as good account of itself as that of the present, or the past. J. J. WHART.

Against the Closed Shop

One of our large Denver firms recently served notice through the public press that it would not employ any man who belonged to a labor union, and it seems that civilization is too far advanced for such a position to be tenable, as it is wholly selfish and denies our citizens the right to exist by honest toil, and such a course will bring on conditions that are bad for the country, and it hardly seems creditable that any good American would advocate such a thing. But it reveals a trait of human nature that predominates whenever an opportunity to advance self-interest occurs, and, as a rule, little attention is given to what others might think of the situation. Yet, we believe the Engineers' Brotherhood is large enough to ignore any idea that would class it among those who have no regard for public opinion and show this disregard by advocating the "closed shop," as it would be no greater crime to deny a man the privilege of working because he belonged to a labor union than it would be to deny him that right because he did not belong.

We understand that the closed shop proposition is to be discussed at the coming convention, and instead of postponing action on it for three years, as did the last convention, we hope this one will make it three thousand years, as it would probably be forgotten in that time, which is the best thing that possibly could happen to it.

J. L. BOYLE, Div. 422.

Have We Lost or Gained?

Have we been benefited or abused by the Chicago Joint Agreement? By this Agreement the youngest runner is compelled to chase from spare board to spare board, until he has worked out of every terminal on his division and learned all territory covered by each spare board, at his own expense. It has driven him away from his home and family, increased his living expenses and has made of him the "goat" by all the firemen.

It severely restricts the spare man, the man who needs the money most. We know that nearly all extra freight service consists chiefly of one-way runs, which necessitate being away from home every other night. As all extra service is covered by the spare man, his expenses are just double those of a man on a regular run, who is home every night. Yet the Chicago Joint Agreement allows this regular man to make eight days more a month than the spare man.

If conditions at a terminal are so depressed that the spare men cannot average 2600 miles a month (this is not a guarantee), the list will be reduced by sending the youngest men to whatever terminal has overrun its limit of miles. But, providing the average, including the mileage made by all the terminals on the division, exceeded 3000 miles, more men would be promoted or added to the list.

This continual up and down with the men only tends to make conditions worse generally. Should there be a sudden rush, which would last for a short time only, then suddenly drop off, the boards would still be crowded for a period of 30 days.

And were the Engineers slipping when they consented, as they did with this Joint Agreement, to let out some of their oldest members, many who are crippled and unable to handle a road run, from their jobs as hostlers? Is this justice? Who is more deserving of a hostler's job than an old worn-out engineer?

This Agreement has caused more dissatisfaction and bitterness between the engineers and firemen than ever before known.

It is an every-day occurrence around any terminal to hear the firemen tell how they'll show the engineers where to back off. And they really do. It is

the firemen who insist that the regular engineer be relieved within the limit of his mileage rather than let him make a few additional miles. In many instances he is forced to lose almost a whole day. They seem delighted to freeze the engineers out of as many miles as they possibly can, using the Chicago Joint Agreement as a tool.

I can't see where the Chicago Joint Agreement effects a satisfactory settlement of the existing conditions we are up against today. For years Big Business has been trying, and still is trying, to annihilate or disrupt labor organizations. One of their main objects is to create an ill feeling and hatred among the laborers themselves. If they can see how effectual the Chicago Joint Agreement is to this point, among the engineers and firemen, I am afraid it will be a harder job to unshackle ourselves from it than it was to get it tacked onto us.

In 1917-18-19 the engineers here on our road worked every day; none of them dropped dead on the engine on account of excessive mileage or being overworked, and they were allowed to make all the miles they wanted to. Today none of them have retired on the fortunes they have accumulated. Also, the firemen minded their own business; were seen, not heard, like the good boys they were before the Chicago Joint Agreement put the pep in them.

Railroad company officials will come to the conclusion that either our rates of pay are so large that it is necessary for our leaders to restrict the Brothers to a limited amount of mileage or that the spare man can live on six days a week and provide a home in three different places with practically no expense attached, and they will limit our wages by reducing them.

The Chicago Joint Agreement will probably be the main issue at our coming convention. I am sure that all delegates, after reading the JOURNAL for the past months, knowing existing conditions brought about by the Agreement, also sentiment expressed in the Division rooms at meetings by the majority, and how they themselves are individually affected, will kill the Chicago Joint Agreement from beginning to end.

In conclusion, will say that had the Chicago Joint Agreement been enacted from the day of its birth with provi-

sions contained therein for amendment from time to time as progress demands, I am sure our Brotherhood would be just as strong for it as a majority are against it.

THOMAS A. DOUGHERTY, Div. 262

Let Us Hope for a Change

For some time past I have noted a considerable discussion on the Chicago Joint Agreement, but I do not seem to be seeing very much, if anything, from the eastern members on that subject. The reason I fear the others make is the impression that we in the East are satisfied with it, but that would be a mistake. I, for one, am not satisfied with many things connected with the agreement as well as some other things concerning the engineer at the present time.

It used to be so that a Brother could for any reason could not run an engine, but now he could get a job hostling or inspecting engines, but that is impossible now. These jobs are now out of reach of the engineer, and it looks now as if the engineer must take to the woods for a while if he loses out running a engine, for others are encroaching on his rights he enjoyed in the past, and he was rightly his in every way.

We had instances here where Brotherhood men were replaced in hostling and inspection jobs by men who fired a locomotive a day. We have here, such as shop switchers, relay men, that our men cannot get at all.

The mileage feature of the Chicago Joint Agreement doesn't suit me either. It don't seem fair that a man who has been forced to lay off a long time should be restricted to the same mileage as those who have been working steadily. But the convention time is so we may expect some improvement over the past regulations, for the Brotherhood has not really been getting what is coming to him. At any rate, I hope for a change. MEMBER DIV. 262

Sketch of Railroad Career of Bro. Anderson, Div. 262

As I read the JOURNAL each month with interest, I notice it is a long since you have heard from Div. 262. I will tell you of Bro. J. C. Anderson who began his railroad career in 1885 as fireman on the Lake Shore & Michigan Southern between Elkhart and

ledo, Ohio, and was promoted to running switch engine in the Chicago yards January, 1879. In 1880 he tried farming at Red Cloud, Neb., for a time, but the lure of the railroad was too strong to resist, so he said good-bye to the farm and got a position on the C. B. & Q., working out of Lincoln, Neb. He was changed to Red Cloud to run passenger between that point and Hastings, and was later changed to a passenger run between McCook, Neb., and Hastings.

He joined the Brotherhood in Div. 98, Lincoln, Neb., in 1882, and was Chief of Div. 271 at McCook at the time of the C. B. & Q. strike, where he stood loyal to the B. of L. E. After the strike he went to Tacoma, Wash., and was hired to come to Missoula, Mont., where for 30 years he has served the Northern Pacific as engineer. He retired in 1920 on account of poor health, leaving a record of which any man might be justly proud.

Brother Anderson was married in 1878 at Elkhart, Ind., to Miss Mary Peterson.

Brother Anderson has served Div. 262 as Secretary-Treasurer for 18 years, and it was with a feeling of real individual personal loss that the Brothers of Div. 262 said good-bye as he left us last fall to make his future home in Seattle, Wash.

Sister Anderson is a charter member of G. I. A. Div. 101, and before leaving Missoula a banquet was given in Masonic Temple to these two faithful members by Divisions 262 and 101. Brother Anderson was presented with a Corona typewriter and Sister Anderson with a set of salad forks as tokens of the esteem in which they were held by their fraternal friends.

J. W. SHRIVER, S.-T. Div. 262.

Some Handicaps to Overcome

There are some good points in the Chicago Agreement, the minimum mileage regulation being one, but it is more than offset by the fault of the maximum mileage. Every little spurt in business gives a chance to increase the number of engineers on the board and they are not taken off until the mileage gets down below the minimum again, thus the lower mileage becomes the rule. I think it would be better if we had a uniform minimum mileage rate for all

regular pool and extra men and a maximum for all regularly assigned runs, but the pool men's mileage be permitted to fluctuate with the variations in business so as to keep down excessive promotion.

Another thing I would like to see stopped, and that is the collecting of pension dues from our pensioners. A good many are advocating the payment of a pension to the widows of deceased pensioners as an inheritance, but we do not favor the plan, as we think a good many of our Brothers would drop their insurance if that were so, and many a mother would be left to raise a family on the pension benefits alone. Even at that it would be necessary to fix a certain limit of time or age in which the widow could draw such benefits or it would be an endless drain upon us. We have an example of what that would mean in the fact that the Government is still paying pensions to widows of the war of 1812.

A fault of our insurance is that it doesn't benefit the one who maintains it. Then, to improve our insurance we will have to arrange that after a member has carried his insurance a certain number of years he will be entitled to receive the amount of the policy at 70 years of age. Such a plan would be a proper recognition for what the old man had gone through to support the insurance, and it would be an inducement for the promoted men to come into our Organization while they are still young men. An increase of members from that source would reduce the assessments. Nor would it conflict with the pension, as some might be led to believe, as the latter would help the member along until he reached the age at which he could draw his insurance. And do not let the question of expense get in the way of good business. As I see it, though, our insurance will cost less in the future than in the past.

However, we have faith in the ability of our delegates to work out some plan that will be an improvement over the present. A plan that will protect the man in his old days when the railroad is through with his services, and don't forget that the engineers of the days gone by did not have the same opportunity to save as do the engineers of today.

W. J. WALLACE, Div. 578.

BOOST THE PLUMB PLAN

Some Timely Advice

As every day passes and the convention time will soon be here, it will take some of us, the best in our classes, to straighten out the Chicago Joint Agreement.

We have had some real live experiences relating to Article XI some time ago. Therefore, we must have some agreement of this kind. It will never do to scrap it, and don't forget it. We may revise, improve and consider the conditional circumstances that exist on so many different roads. I will say the question is colossal. We must realize this and use circumspection. Did you ever stop to think how many years it took to build our present Constitution and Statutes? That first step was marked 1863. Seniority should always prevail, and the same should apply when revising the Agreement, so there can be no infringement upon the senior rule. The experiences we had some time ago with Article XI of the Agreement, thereby decreasing the senior man's earnings far below the minimum and increasing the junior man's earnings far above the senior man's maximum. We at last got on the right track, thanks to Article XI of the Chicago Agreement. We all started at the bottom, at least I know I did, and I think you all did the same, and came up step by step, and I think the same step will be good for the younger Brothers. The rule that will be good for us will be good for them. We are not always going to be here.

The Agreement offers and gives equal protection to both the senior and junior engineer, who has just been placed on the extra list or who has been promoted. I have studied the Agreement and realize the valuable addition to the laws of our Organization. We must draw two lines, for both the senior and junior, one at the top and one at the bottom, for the protection of all engineers. It seems to me that there is some misunderstanding about the real interpretation of the different articles in our Agreement. In my opinion some of us Brothers must or should change our attitudes in thinking, that is the independent thinking and feeling, and substitute interdependence, if we wish to succeed. The sooner our Brothers do this, the quicker we will accomplish the spirit of true, friendly co-operation.

I believe 'and hope our delegates will solve these problems, and solve them correctly. And now is the time, if ever, to pull together. "In unity there is strength." "United we stand, divided we fall."

A few words on the pension. I am highly in favor of opening the doors to the pension for a limited time for those who desire to join under the age of 40 years, or any limit that the convention may adopt.

I also hope that our co-operative national bank will be the stepping-stone some day to a large co-operative store something on the order of the mail order houses, that will help to reduce the high cost of living.

And always remember, the three pillars of its foundation, Judgment, Industry, and Health. Of the three qualities that make for success, the greatest is judgment. Judgment can be improved, industry can be acquired.

So, Brothers, instruct your delegates so that when the convention is over and they return to their Division meetings they can make a report that is favorable to all concerned.

Where there is co-operation, justice, economy and energy, there is service. That is what we wish for at our next convention, "Service."

I think there will be some scrapping to scrap the Chicago Joint Agreement. I wish to say a few words and bear them on your minds: "He that is slow of anger is stronger than the mighty, and he that ruleth his spirit is greater than he that taketh a city."

"Right is right, and wrong is wrong, no matter how right."

W. E. STRICKIE, Div. 403,
930 Sadler avenue, Scranton, Pa.

In Favor of the Chicago Agreement

I have read the articles pro and con from the Brothers in different parts of the country on the above subject, which will be a most important issue at our May convention.

On our system, the Terminal Railroad of St. Louis, Mo., the Agreement is working as near perfect as it can possibly be made to work; the only engineers or firemen who complain are the men who work on the long hour jobs.

It seems to me that any fair-minded engineer who really is a Brotherhood engineer or who would like to see the Order retain the name of Brotherhood

of Locomotive Engineers, instead of merely the Locomotive Engineers, would insist that the Chicago Agreement be retained and even made more binding, for as it now stands it is a law without a penalty. The Agreement should be changed and a penalty attached, giving the Grand Chief of the B. of L. E. and Grand President of the B. of L. F. & E. the power to remove the General Chairman or entire committee who would refuse to comply with the law.

I have heard of General Chairmen ordering the extra board to be cut when the regular men were making \$400 or \$500 per month, mainly because the chairman was holding one of these long hour jobs and would be disturbed.

On some of our systems the chairman, for political reasons, has fear of enforcing the Agreement, that he may not hold his office or be not returned to it.

I have often thought, after visiting several local Divisions, that if the Grand Chief would appoint Grand Organizers or Grand Inspectors whose duties would be not to get new members but to reorganize our Divisions, get them out of this rut, and also that there be a law enacted that no member of any local Division should hold more than three elective offices, this would do away with so many one-man Divisions, would spread the responsibility and increase the attendance, for it comes to my attention that many Divisions have only one man meetings, for one man holds all the offices, or all that pay anything, and they are oftentimes filled with so much "ego" that they feel should they pass away that the whole thing would smash.

If we expect to build our Brotherhood up with new members we must keep them all, old and young, interested; and to keep them interested we must keep them busy, and it makes no difference whether they are pulling the finest passenger, fast freight, or the switch engine, when they enter the Division room and are up to date with their dues, they are on a level. A good permanent Entertainment Committee helps a whole lot in this direction.

In conclusion, I wish to state that I am no dreamer, but when I read these articles about the Chicago Agreement and I close my eyes, I can easily imagine I see bristles on some Brothers' backs and wonder how they can get

their clothing off and on without tearing.

The members of our General Committee wish me to state that they are 100 per cent for the Joint Agreement, even if made more binding than it now reads.

J. C. ELROD,
Local Chairman, Div. 327.

Getting a Driver's License

Real answers made by ladies to list of questions in examination for automobile driver's license:

Question. If your engine stalls going up hill, what do you do?

Answer. Try and start it.

Question. In letting the car stand, which side should be next to the curbing?

Answer. The side that is nearest the sidewalk.

Question. What should you do if the steering gear broke?

Answer. Go to the nearest garage and have the man fix it.

Question. Which has the right of way, a car on a main thoroughfare or a car on a bisecting street, when they approach?

Answer. The one that gets there first.

Question. What is the proper precaution to take when backing your car?

Answer. Reverse your engine.

Question. What is the accelerator?

Answer. The name of something that has something to do with something inside of the car.

Question. What is the charging indicator?

Answer. Your bill for garage, gas and oil.

Question. What is the first rule of the road?

Answer. Don't run into anything.

Question. Where should you have your license number?

Answer. On your car.

Question. What is meant by "short circuit"?

Answer. Going around the shortest way.

Question. When the batteries run out, what must you do?

Answer. Get them back or get new ones.—*New York Evening Mail.*

BOOST THE PLUMB PLAN

HONOR ROLL

The Advisory Board has ruled that in order to keep the expense of making up the Journal within reasonable limits, only photographs of members who have held continuous membership in the Brotherhood for forty years will be printed.

Presentation of Honorary Badge to Bro. Alfred Kennedy of Div. 66

A pleasant and interesting ceremony took place in Div. 66, Milwaukee, Wis., on Sunday, Feb. 6, when Bro. Alfred Kennedy was presented with the hon-



Bro. Alfred Kennedy, Div. 66

orary badge of the G. I. D. of the Brotherhood of Locomotive Engineers.

Brother Kennedy is one of the pioneer type of B. of L. E. men. He has been through the game when it was a hard game and when one had to breathe it in a whisper that he was a Brotherhood man. How little we Brothers of a younger generation realize what the "old timers" had to go through to put our grand Organization on the substantial footing it is on today. These pioneers of our Brotherhood paved the way for us so that today we need not wear the Brotherhood badge with fear, but with pride. I sometimes think that many of us younger Brothers little

realize that it has taken a whole lot of courage and expense to bring us up to our present strength, which will soon reach 90,000.

Brother Kennedy started his railroad career in 1870, firing on the old "Pan Handle" between Chicago and Logansport. After firing on that road three years they had a strike there and he, with many others, lost out. Many of the strikers found employment on the C. D. & V., at that time known as the "Dolly Varden Road." It is now a part of the Chicago & Eastern Illinois R. R. He was promoted on that road, and conditions were so poor in those days that at one time the employees failed to receive any pay for six months. One morning when they reported for work they found their locomotives chained to the track and a notice attached to every locomotive stating that they were the property of the Hinckley Locomotive Co.

Brother Kennedy left that road and cast his lot with the Chicago & Northwestern R. R. as engineer on the Wisconsin division, where he stayed for three years. Leaving there about 1881, he went to work on the "Old Milwaukee Road," running on the H. & D., also the I. & D. divisions. Those were the "wild and woolly" days in the West. Brother Kennedy can tell many stories that would make us youngsters feel grateful that many of the hard bumps of railroad life had been smoothed down by the good work of our Brotherhood before we got in the game.

While in the West, Brother Kennedy also worked as an engineer for the Fremont, Elkhorn & Missouri R. R., but came back again to his "old love," the C. M. & St. P., and was on the old Milwaukee Northern when it was merged into the Milwaukee system, but still Brother Kennedy had a little "wanderlust" left in him, for he wandered down into the Southeast and for five years ran on the Florida East Coast across Flagler's streak of concrete over the Florida Keys. He would have liked to finish his days there, but fate was against him and he had to leave there on account of his family's ill health.

In 1909 he accepted employment again with the Milwaukee as an engine dispatcher at Milwaukee shops. He says he will roam no more and is now contented to be called a "home guard

MEMBER OF DIV. 66.

other Veteran Retires with Honors
gain through the columns of our
RNAL, Div. 372 wishes to honor one
its faithful members who has been
red from active service.

Bro. H. E. Hoffman was born in Cal-
nia County, Vermont, on April 12,
1838. He began his railroad career on
Connecticut & Paso River Railroad
afterwards absorbed by the Boston &
ine Railroad—on the 1st of May,
1869. He was promoted there in May,
1871. He severed his connection with
t road in May, 1876, and went to
hart, Ind., where he obtained em-



Bro. H. E. Hoffman, Div. 372

ment on the Lake Short & Michigan
thern, working between Chicago and
do and on all branch lines. He
ained on this road until March 9,
1887, going from there to the Wisconsin
tral, making his first trip on March
1887. The Wisconsin Central after-
ds became the Soo Line Railway,
Brother Hoffman remained in con-
ous service on this road until re-
d on Dec. 31, 1920. The last 22
s he was in passenger service.

Brother Hoffman has been a member
e B. of L. E. many years. He was
ated into Div. 163 on Sept. 26, 1873,
ferred into Div. 9, Elkhart, Ind.,
ferred into Div. 4, Toledo, Ohio,

transferred to Div. 248, Elkhart, Ind.,
and into Div. 372 at Waukesha, Wis.,
after which he removed to Fond du Lac,
Wis.

Brother Hoffman was not only a
member of the Brotherhood, but was a
faithful and active one as well and
always had and still has the best inter-
est of the Order at heart. He was
Chief Engineer of this Division for 12
consecutive years and served two years
on the Wisconsin Legislative Board
with credit to himself and the Division
he represented. He was recently pre-
sented with the honorary badge of
membership in the Grand Division, an
honor which he highly appreciates.

Brother Hoffman retires at the end
of a railroad career of nearly 52 years
of service, and we all wish this honored
and respected Brother happiness and
contentment for his remaining years
among us. SEC.-TREAS., Div. 372.

Bro. Wm. A. Baker of Div. 248 Retires on Pension

Bro. William A. Baker, member of
Div. 248 since 1887, and who was re-
cently retired on pension by the New
York Central Railroad, was born in
Fredonia, N. Y., in 1851. His mother
died when he was but 12 years old,
after which he traveled alone to Grand
Ledge, Mich., to make his future home
with an uncle.

When 19 years of age Brother Baker
decided to become a railroad man, so he
hired out to help lay track for the
Ionia & Lansing Railway Company,
which road was then under construc-
tion.

About that time a new road named
the Detroit, Howell & Lansing com-
menced to build out of Detroit and
Lansing. Brother Baker took a job
with the new company and had the
honor of helping to lay the first rails
out of Lansing, and continued to work
until the track-building gangs from
each end of the road met at Howell.
He then took a job of night watchman
of the first passenger engine that came
over the new road from Detroit; later
he was given charge of the wiping gang
at Ionia. Advancement being too slow
for Brother Baker on the Michigan
road, he quit and came to Elkhart, Ind.,
in February, 1872, and was given a job
firing on the old Lake Shore & Michi-
gan Southern by Master Mechanic Wil-

liam Hill. This is now part of the New York Central Lines. In 1880 he was promoted and joined Div. 248 in 1887.

Brother Baker was retired in May, 1920, after 48 years of continuous railroad service, 40 of it as an engineer, and he retired with the best wishes of a host of friends and Brothers, with whom he has so long been associated. His address is 1728 Wayne street, Toledo, Ohio, where he would be pleased to receive a line from any of the many friends he has made during his long railroad career.

J. W. READING, Div. 248.

Bro. Fred C. Bradley, Div. 275, Retires on Pension

After 40 years of continuous service on the Louisville & Nashville road, Bro. Fred C. Bradley of Div. 275 was retired on a pension by that company. Brother Bradley lacked several years of the retiring age, but in recognition of his long service, coupled with the fact that his health was failing somewhat, the company retired him Sept. 6, 1920.

Brother Bradley was born in Monroe County, Alabama, Feb. 14, 1858. After receiving a common school education and then working on his father's plantation until 1880, he started railroading out of Pensacola, Fla., firing on the Louisville & Nashville Railroad. Brother Bradley is one of the veterans who commenced railroading when wood was used for fuel and when many other things existed that would seem strange to the present generation of railroad men.

After two years firing in freight and passenger service he was promoted in 1882, and after nine years in the yard and extra road work, part of which was on a mixed run between Pensacola and River Junction, a run of 161 miles, which he had to double, he was assigned to a regular passenger run and remained in the passenger service until his retirement. He was never injured, but had a few close calls.

In 1891 Brother Bradley was married to Miss Elizabeth Moloney of Pensacola, Fla. Sister Bradley was a charter member of the Pensacola Division of the G. I. A., and always an active member, holding the office of President until her death in February, 1912. Sister Bradley was very much loved and

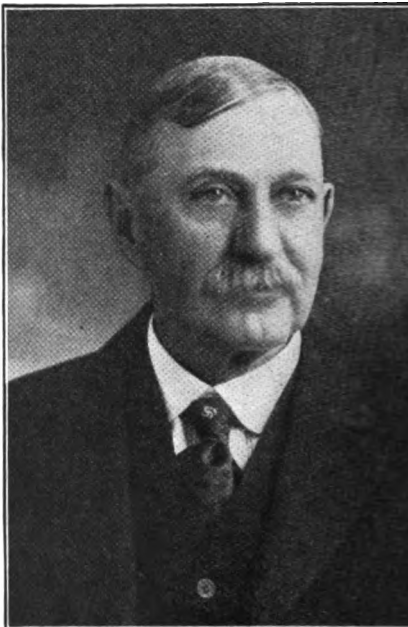
highly respected by every Sister of G. I. A. Brother Bradley married again in 1915.

He has a host of friends who wish him well, besides having a comfortable home, the companionship of a devoted wife, as well as a grateful son and daughter-in-law and two bright and robust grandsons to cheer him in retirement, which we all hope will be long and happy one.

Div. 275

Bro. L. M. Rice of Div. 203 Honored

Bro. L. M. Rice was born near Springfield, Ohio, Dec. 26, 1853. Commenced



Bro. L. M. Rice, Div. 203

firing on the Piqua division of Pennsylvania Railway between Columbus, Ohio, and Indianapolis, Ind., June, 1875, for \$1.40 a trip; a mile basis was not known then, either for freight or passenger service.

He left the Pennsylvania Railway in 1877 on account of a strike due to reduction of wages, and soon was firing on the Winona & St. Peter road out of Winona, Minn., and was promoted the 7th of April, 1879. He was that road in December, 1880, and went to work in Iowa on the Chicago & Council Bluffs division of the Chicago & Milwaukee St. Paul on the 23d of May, 1881.

joined the Brotherhood insurance
1881 and still holds a policy for
\$10,000, of which he is justly proud.

Brother Rice became a charter mem-
ber of Div. 200, Savanna, Ill., in 1884,
Brother Wade was Chief and he
F. A. E., an office which he held
five or six years, being also Chief
for four terms and Secretary-
Treasurer of Insurance for 15 years.

He was delegate to the Richmond
convention in 1888, also served as chair-
man on the General Committee of Ad-
mission and had the honor of pulling
the first passenger train, No. 3, out of
Savanna in August, 1882, when the C.
& N. B. division was completed to
Chicago, and has been in passenger
service ever since, today holding a run
between Perry, Iowa, and Savanna,
(224 miles).

Brother Rice is held in high esteem
by the officials here and by his fellow
members also. EDW. C. HULLERMAN,
S.-T. Div. 203.

Wonderful Fibs of Bygone Years

Phaon did not throw herself from
Leucadian Cliff for love of Phaon;
the story of her life is false, as her
respectability and purity have been es-
tablished. She was a matron of the
best character, the mother of a large
family.

Leopatra did not dissolve a pearl in
urine, as chemists prove it is impossible.
Hannibal did not make his way
through the Alps by splitting the rocks
with vinegar, as science has proved this
impossible.

Richard III was not a hunchback,
a soldier of fine form with some
exceptions to good looks and great
physical strength and courage.

The Pass of Thermopylae was de-
fended, not by 300, but at least 7000
Persians, or according to some writers,
100,000.

The siege of Troy was largely a
hoax, and even according to Homer's
account Helen must have been 60
years old when Paris fell in love with
her.

Witches were never burned at Salem,
Mass. In the outbreak of the anti-
slavery fanaticism of 1691-1692, 19 per-
sons were hanged, but not one was
a witch.

Louis XVI was not the pink of digni-
fied propriety at his execution as por-
trayed by the historians. He screamed
for help, struggling with the execu-
tioner and beseeching mercy.

Diogenes never lived in a tub. The
story that he did so has no better origin
than a comment by a biographer that
"a man so crabbed ought to have lived
in a tub, like a dog."

The Swiss Confederation was not
founded by William Tell; he did not
shoot an apple from the head of his
son, and even his name cannot be found
in the archives of the cantons.

Alexander the Great did not weep
for other worlds to conquer. There is
reason to believe that his army met
with a serious reverse in India that
induced him to retrace his steps.

Charles I did not sleep soundly at
Whitehall on the night preceding his
death, as Hume states it, undisturbed
by the noise of the workman erecting
his scaffold. He did not sleep at White-
hall at all that night, soundly or other-
wise, but he passed the night at St.
James', far removed from sight or
sound of the ghastly preparations.

—*Dearborn Independent.*

Railroad Men's Home

The following contributions were re-
ceived at the Home during the month
ended Feb. 28, 1921:

Summary

| | |
|-------------------------------------------------------------------------|----------|
| Grand Division, O. R. C. | \$272.32 |
| First Trust & Savings Co., interest | 229.80 |
| Grand Division, B. L. E., for funeral ex- pense of Brother Snodgrass | 65.26 |
| Div. 186, B. of L. E., for funeral expense of Brother Snodgrass | 65.26 |
| Wm. Snodgrass, 186, B. of L. E. | .98 |
| Grand Division, B. of L. E. | 56.40 |
| B. R. T. Lodges | 20.00 |
| Div. 245, L. A. to O. R. C. | 10.00 |
| Div. 480, G. I. A. | 3.00 |
| James Costello, 270, O. R. C. | 1.00 |
| C. S. McKay, 119, B. L. E. | 1.00 |
| A. S. Lunt, 877, B. R. T. | 1.00 |
| A. W. Foster, 857, B. R. T. | 1.00 |
| W. P. Kennedy, 625, B. R. T. | 1.00 |
| M. W. Morley, 121, O. R. C. | 1.00 |
| | 729.02 |

Miscellaneous

Lodge 22, L. S. to to B. of L. F. & E., one quilt.
Div. 68, L. A. to O. R. C., one crate of oranges.
Lodge 407, L. S. to B. of L. F. & E., one quilt.

JOHN O'KEEFE,
Sec'y-Treas. and Manager.

TECHNICAL

Air Brake and Other Problems Solved

BY T. F. LYONS

EFFECT OF PISTON TRAVEL AND BRAKE CYLINDER LEAKAGE

Question. Will you please explain the effect of piston travel and brake cylinder leakage? My understanding of the ET equipment is, that the amount of piston travel or brake cylinder leakage does not affect the pressure in the brake cylinders on the locomotive. Now, what I would like to know is, does this hold true of the brakes of the cars in the train? M. H. P.

Answer. Brake cylinder pressure is affected by both piston travel and brake cylinder leakage with all types of brakes used on cars, with the one exception, the PC equipment in service braking.

The principle of operation of the control valve (the valve used with the PC equipment in place of the triple valve) is much the same as that of the distributing valve used with the ET equipment. This valve has an equalizing and application portion, a pressure chamber and application chamber, the same as the distributing valve; and the pressure in the application chamber controls the pressure in the brake cylinder, as with the ET equipment.

OPERATING PARTS OF DISTRIBUTING VALVE

Question. To settle an argument, will you please answer the following question: Are the same parts of the distributing valve brought into operation when an independent application of the brake is made, as when an automatic application is made? In the discussion of this subject, A claims that the operation of the distributing valve is the same in both an independent and automatic application, with the exception that the safety valve does not operate or control the brake cylinder pressure in an independent application; while B claims the operation is altogether different, that is, the same parts do not move in an independent application that are used in an automatic application. Now, who is right? S. L. P.

Answer. In an independent application or release of the brake, the only parts of the distributing valve that

move are the application piston and its valves. In an automatic application or release of the brake, both the equalizing and application pistons and their valves move. The safety valve, which controls the maximum allowable pressure in the application cylinder, from either an independent or automatic application, does not move unless the pressure in the application cylinder becomes greater than that for which it is adjusted. The safety valve is connected to the application cylinder at all times except when the distributing valve is in automatic service lap position.

WARNING PORT AIR

Question. Will you please say if the feed valve does work when the automatic brake valve is in full release position? With tension removed from regulating spring, will air blow a warning port? G. O. W.

Answer. When the automatic brake valve handle is placed in release position, a cavity in the face of the rotary valve stands over both the feed valve port and warning port; hence, the air that flows through the warning port must come through the feed valve. With the tension removed from the regulating spring in the feed valve, if there be an escape of air at the warning port it would indicate leakage past either the supply valve or regulating valve in the feed valve, or past the rotary valve in the brake valve. There is no connection between the feed valve port and brake pipe when the brake valve is in release position.

WILL THE BRAKES APPLY IN QUICK ACTION?

Question. Where the distributing valves on all engines are equipped with a quick action cap, could you couple any number of engines together at the head end of a train, and get quick action on the train, when the automatic brake valve on the leading engine is placed in emergency position? What should not more than two cars, with brakes cut out, be coupled together in a train? G. O. W.

Answer. To cause the distributing valve on the engines and the trip valve on the cars to move to emergency position it is necessary to create a sudden and rapid drop of brake pipe pressure at these valves.

The purpose of the quick action cap

the distributing valve and the quick feature of the triple valve, is to the brake valve in obtaining this drop of brake pipe pressure, by giving brake pipe air on each engine car to either the brake cylinder or chamber, depending upon the type of used.

The question now is, with two or three locomotives at the head end of a train, can the train brakes be applied by quick action from the leading engine? And from the above it would appear as though the answer was, Yes, it can. However, we must not lose sight of the fact that the brake pipe pressure at the distributing valves and chambers must be reduced faster than the pressure in the main reservoir and pressure chamber. Air can be reduced through the side ports of these valves; where this is done, emergency action of the triple valve is certain.

It must, however, be considered that the resistance offered to the flow of air in the brake pipe, due to friction; and the amount of friction is dependent on the length of the brake pipe and number of 90 degree turns in the pipe. We are aware that the frictional resistance of the flow of air through a right angle turn is equal to the resistance in 15 feet of straight pipe. Hence, the piping of our engines, if a number of such turns are found in the brake pipe, it is possible to destroy the effectiveness of the reduction, therefore the brakes may not apply in quick action. Where the brakes on two or three cars coupled together are cut out, the friction found in the length of pipe between the two operating triple valves may be such as to prevent a sudden reduction of pressure at the triple valve at the rear, therefore quick action of the brakes will not be had on the cars at the rear of the cut-out brakes.

COMPRESSOR STOPS

Question. Will you please let me know through the JOURNAL what will cause a cross-compound compressor to stop working; how would you locate the trouble, and what may be done to get the compressor in operation while on the road? We have a few of these compressors on our road, and when anything goes wrong, it is up to us to find the trouble and, if possible, apply a remedy. As on our small railroad re-engines are far and few between,

anything you may offer on the cross-compound compressor will be appreciated by them on our road.

C. L. M.

Answer. If the cross-compound compressor refuses to start or stops in service, from an unknown cause, it may be due to any one of the following defects: loose nuts on the piston rod in the low pressure air cylinder; broken reversing valve rod; loose reversing plate; leaky piston rings in the small end of the differential piston; broken or stuck open final discharge valves; insufficient oil in steam cylinders; defective compressor governor. In an effort to start the compressor, close the steam valve for a minute, feed about 20 drops of oil to the steam end, then quickly open the steam valve; this failing, try tapping the main valve chamber, taking care not to damage the compressor. If this fails to start the compressor, the fault may be found in the governor. To determine this, open the drain cocks. A continuous discharge of steam will prove the governor is not at fault. If it is found the governor is at fault, it is very likely that one or both pin valves in the governor are leaking, and they should be cleaned. Leakage past the pin valve will be indicated by a continuous blow at the relief port in the neck of the governor. The compressor still refusing to start, would examine the reversing rod and plate. To do this, remove the reversing valve cap nut, raise the reversing rod until it touches the reversing plate, then pull to see if the plate is loose. This will also tell you if the reversing rod is broken.

The nuts on the piston rod in the low pressure air cylinder becoming loose will prevent the piston traveling far enough to move the reversing valve, and thus reverse the motion of the compressor. These nuts may be examined by removing the plug in the lower cylinder head; before making examination, close steam valve to compressor.

A final discharge valve breaking or sticking open will cause the compressor to stop when the main reservoir reaches 40 pounds. To test for a defective final discharge valve, bleed the main reservoir pressure below 40 pounds, and if the compressor starts, it indicates a defective final discharge valve. If a discharge valve breaks it may be replaced by one of the receiving valves, blocking

the opening made by the removal of the receiving valve.

If a compressor runs slow it may be due to worn packing rings in the high pressure air cylinder, partially stopped-up air passages, leaky final discharge valves, lack of lubrication, or a defective governor.

If a compressor runs very fast and heats, and does not compress any air, it is due to the inlet strainer being clogged with ice or dirt, preventing air entering the cylinder.

Air valves not seating properly, or not having the proper lift, will very materially affect the capacity of the compressor. Leakage of air past the low pressure piston packing rings will have a similar effect.

RETAINING VALVE

Question. Will you please explain how a retaining valve assists in controlling a train on a grade? M. T. C.

Answer. The pressure retaining valve is connected to the exhaust port of the triple valve, and is located where it can be conveniently reached when the train is in motion. The retaining valve assists in the control of a train on a grade by holding some of the compressed air in the brake cylinder after the triple valve has moved to release position, following a recharge of brake pipe pressure.

When set to operate, its handle is moved from a vertical position, which closes its direct exhaust port, and opens a port to the under side of a weighted valve. For brake cylinder air to escape to the atmosphere, following a recharge of the brake pipe, this weighted valve must be lifted from its seat by the air pressure coming from the brake cylinder when the triple valve moves to release and charging position. When the retaining valve handle is placed in a horizontal position, it requires a pressure of 15 pounds to lift this valve; and when unseated, brake cylinder air will be free to escape to the atmosphere through a small port in the valve body, thus delaying the drop in brake cylinder pressure. When the pressure drops to 15 pounds, the weighted valve will seat, and hold the remaining air in the brake cylinder, thus holding the brakes applied while the auxiliary reservoirs are being recharged. With a later type of retaining valve, placing the handle midway between vertical and horizontal

position, a pressure of 30 pounds retained in the brake cylinder when the triple valve moves to release position.

It must be understood that for the retaining valve to hold the amount of pressure stated above, it is necessary that a pressure equal to or greater than this amount be in the brake cylinder at the time the triple valve moves to release position.

REMOVAL OF DEAD ENGINE DEVICE

Question. Will you please say what some roads are removing the "strainer and check valve used as a bypass arrangement between brake pipe and main reservoir on an engine having a disabled compressor? Where this connection is removed, how would you get air in the main reservoir? J. G.

Answer. The probable cause for removal of the dead engine fixture is, it is a device that is seldom used, and necessitates the use of another pipe on the locomotive, adding one more chance for failure, account pipe breaking or leaking. With this pipe removed, there would be but one possible chance to charge the main reservoir, and that, opening the brake pipe cut-out cock under the brake valve.

This, however, may not be considered good practice, as, if good judgment is not used in its use, trouble will follow.

Where the main reservoir is being charged in this manner, the cut-out cock should not be opened to admit air to the reservoir while the train is in motion, and at no time when an effort is being made to release the brakes.

On engines equipped with the signal apparatus, the main reservoir may be charged from the signal line by removing the non-return check valve in the strainer case, and the supply valve and piston in the reducing valve.

MALLET COMPOUND

Question. Will you please explain the difference between a Mallet and a cross-compound engine, and is live steam used in all cylinders when the Mallet is working in simple? C. J. G.

Answer. If we were to consider the Mallet type of compound as two single cross-over type compounds in a single locomotive, we would probably have a good explanation as could be offered to your question. The Mallet compound has two sets of cylinders which drive separate and independent groups

ls, one set uses steam direct from boiler, and usually drive the rear of wheels; the other set are connected to the front group of wheels, and the exhaust steam from the high pressure cylinders.

When the throttle is opened, steam from the boiler passes through the heaters units and steam pipes to the high pressure steam chests, from where it is distributed by the valves to the high pressure cylinders, where it does work, and is then exhausted through the exhaust passages in the pressure cylinder saddle into a pipe, called the receiver pipe. This pipe leads to the low pressure steam chest, and may be thought of as a steam pipe to the low pressure cylinder. From the low pressure steam chest the steam is admitted to the low pressure cylinders by the valves in the same manner, where it again does work, and from here is exhausted through the exhaust passages, exhaust pipes and nozzles to the atmosphere.

The Mallet compound may be operated as a simple engine in much the same manner as the cross-compound. This is, by placing the emergency operating valve in the cab in simple position.

When working as a simple engine, the steam, at a reduced pressure, is admitted to the receiver pipe through an intercepting valve while the exhausting steam from the high pressure cylinders is exhausted directly into the low pressure exhaust pipe which connects to the main exhaust pipe.

ADJUSTING VALVE IN CENTRAL POSITION

Question. Will you please say how it can be known when a valve is in its central position, this with the Walworth valve gear?
G. T. E.

Answer. When the cross head is at the exact center of its travel, main pin is in the upper or lower working quarter, the reverse lever in center notch, and the connecting lever in a vertical position, the valve should be perfectly central on its seat with both admission ports closed. When placing the engine we must distinguish between the *actual* and *working* quarter. When the main pin is in the *actual* quarter, either upper or lower, it is on a perpendicular line through the center of the axle, but the main pin will not be in the exact center of the cylinder, owing to the angularity of

the main rod. With the piston at the true center of the cylinder, the main pin will be slightly away from the perpendicular line through the center of the axle, and is now said to be at the working quarter, as at this time the piston has half completed a single stroke. If the back end of the main rod should now be disconnected from the main pin and moved to a horizontal position, the opening for the main pin in the end of the rod would center, exactly, over the center of the axle. The longer the main rod the less its angularity and the lesser will be the difference between the *actual* and *working* quarters of the main pin.

INJECTOR FAILURE

Question. We are having considerable trouble here of late on account of our injectors failing to work properly. With the tank full of water, they all work fine, but when the water gets down to about one-half tank, then the fun commences, as they will not work. On some of the engines you can work them with about one foot of water, but this is the exception rather than the rule. I had a failure here the other day account both injectors refusing to work with 26 inches of water in the tank. Had to be towed to a water plug, and when tank was filled both injectors worked fine. Now, what is the cause of this? I might add that the trouble was not due to the water in the tank being hot, as the atmospheric temperature was above the freezing point and we were not using the heaters.

ENGINEER.

Answer. First of all, for proper operation, it is necessary that sufficient water reaches the injector to completely condense all steam coming to it. The injectors operating properly when the tank is full of water, and failing as the water level drops, tells us that your engines are equipped with the lifting type of injectors, that is, the injectors set above the water line in the tank.

The work of bringing or forcing the water from the tank to the injector is done by the pressure of the atmosphere acting on the water in the tank; and this is made possible by the action of a jet of steam in the injector, in creating a partial vacuum above the water in the supply pipe at the injector. There is a limit beyond which the atmosphere will not force the water. Just as soon

as we drop below the water level line, where force is required to lift the water, work is required of the atmosphere.

Were it possible for the injector to exhaust all air from above the water in the supply pipe, atmospheric pressure acting on the water in the tank would raise the water to a height of 34 feet.

This is a condition that never exists in the injector, that is, a perfect vacuum is never attained, and how near we come to it is dependent on the type and condition of the injector, temperature of the feed water and the amount of air leakage into the supply pipe; it is this latter, no doubt, that is causing your trouble.

If there are leaks around the injector, allowing a small amount of air to enter, with only one, two or possibly three feet to raise the water, it may not make much difference; but if a rise of four, five or six feet is required, the vacuum created may not be sufficient to permit atmospheric pressure to force the water up to the injector. It sometimes happens, in trouble of this kind, that an injector will refuse to operate while the engine is in motion, but will start to work promptly with the engine at rest. This might be a good point to remember, especially when the water is found only in the bottom gauge cock.

DIRECT OR INDIRECT MOTION

Question. Will you please say what is the difference between a direct and an indirect engine, and what is the meaning of these terms? N. O. M.

Answer. The terms "direct" and "indirect" apply to the valve motion of the engine. The valve gear of an engine is said to be direct when the travel of the valve is the same as the throw of the eccentric, that is, when the eccentric is throwing ahead the valve is moving forward. In indirect motion, the travel of the valve is opposite the throw of the eccentric, that is, when the eccentric is throwing ahead the valve is moving back.

"Helpful Hints on Modern Locomotive Brakes" is a book gotten up by our Air Brake Editor, Bro. T. F. Lyons. This book is up to date, and of handy, vest pocket size. Price 50 cents. Address, T. F. Lyons, 546 E. 109th St., Cleveland, O.

EDITOR.

Letter to Bill

United States, Feb. 10, 1921.

Deer Bill: I kin tell aisy be y lasht letther that yer goin rong on labor queschen. Yer soaked up t much ould dope fromm th home paper. Whin ye thry to tell me, an I on ground meself, what grate things ralerodes arre doin forr th impleeys hi wages an safety fursht an th lik an about th wundherful wurrk av Chambers o' Commerce maken price tumble, I no yer gettn outa yer class er outa yer hed.

Now get me rite, Bill. The ralerod arre not doin a dang thing in safe wurrk that aint payen thim bak dollers an cints, at good inthrest, to Th thrubble is thayre not doin enuff sum places an divil a thing in som more. But about th Chambers o' Commerce an th prices tumblen, don't sannymore about it, fer if th prices ar tumblin thayre doin it in spite o' Chambers o' Commerce, fer thay shure thryin all th time to keep price up where thay put thim durin th war an now thayre button inta th wage problem, inta th ralerode mins wages at that, to put wages down as low as it was afore th war.

Bein a stock holder now in th Bloomville pickle fakthery has changed yur pint o' view o' th labor situashen. I didn't think ye wur so far gone ont ye made th brake about organized labor taken away personal liberty av our wurkmin.

Now don't ever minshen indiviidual barganin agane er I'll lose me timpe fer well ye no what that kind o' barganin dun to George Haynes on Long Island in 1878 whin he wur let out fer losin a brake shoe off his tank an whin he wanted a chance to taw it over, the M. M. sez, "I'm boss heer an yer kannd, an thats awl thare about it." An thats awl thare was about it, too. An ye kin aisy raymin ber th time whin yerself wur fired o th Cinthral in 1880 fer runnin by flag, an whin ye asked Sooperintindin Wright fer yer rites to a heerin I sey, thares no rites around heer but meself, an ye hav awl th pay tha comin to ye an that settles it, an so did. An, Bill, I mind meself whin was time I throo a side rod key an that wur th ind o' Kelley on th "Midland."

Thim wur th days av personal li

yer tawken about, whin th ony
y a poor ralerode man had wur
nt fer another job wherever he
nt well I kin raymimber wan
hiked about two hundred places
I got a job, an that wur a thou-
miles fromm home. So now, if
nt get that personel liberty an
jual barganin outa yer hed anny
way, hav an operashen, fer yer
bad way, an if ye shud happen
m up heer that way fer th con-
en it mite go dang hard wud ye.
hure it wud take more than th
av yer stock in th Bloomville
fakthory to buy sticken plaster
er if ye dont change yer mind
ye cum.

ye wanta no sumthin about th
lan o' settlin thrubbles atween th
an th management on th Pinnsyl-
? Well, Bill, I'm no forchen tell-
I can't tell a hole lotta bout how
vurrrk, but thay say its C. K. in
way, shape an manner, an thats
a hole lot, sez you, fer anny-
but Bill its like sum more things
been fixed up in so manny ways,
afta be thrilde out. Its th same as
out on an ingine afther havin yer
ses set up "snug" and getten noo
der packin, an th gides lined, an
pare av ingine thruck wheels an
dge in th nozzel, an th dyaphram
mooved, an both back inds filed
few things like that at wan time.
ses ye dont no how yer thrane is
to pull till ye get out on th main,
er suspishes about th rale, an ye
er goin up agin a side wind as soon
lave town, an as ye glance over
he fireman ye never seen before,
ope ye'll never see agane, yell notis
puffen a cigaret, an thats anuther
sine, beleev me; so wud awl these
ycaps yer not very sure that ye
make th runnin time er anny uther
athout sum hitches heer an thare.
hats th way, as I sed, about th noo
stment plan on th Pinnsy, but weel
that to th Pinnsylvanny min fer
no th game, never feer.

he ralerodes, awi but Hinnery
's line, clame thayre losin money
unt hi wages, bunt Frank Walsh
th Labor Boord it wur because
alerodes wur bein milked, an not
unt o' wages. I suppose ye don't
what thay mane be milken a rale-
Now, Bill, it's not th same as
en a cow, fer whin th owner milks

th cow th publik buys ony th milk, th
owner pays fer th feed, but whin th
owners an th offshels milk th ralerodes
thay want th publik to not ony pay hi
fer th milk but fer th feed, too. Th
publik is beginnen to kick now, so th
ralerodes see thare up agen it an arre
tellin th publik thay are goin to cut th
wages o' th impleyes to help th publik
feed th cow.

Mr. Hinnery Ford owns the Detroit.
Toledo & Ironton ralerode, an he sez
what th ralerodes need now more than
anythin else is more common honesty
among those that own an manage thim,
an a little more "swet av executive
brows," insthed o' lower wages. Mr.
Ford preaches th dokthrine av fare
wages an fare rates an hi effivency,
an he praktices th saame, an hees a
winner, while th ralerodes' Wall Street
owners insist on low wages and prak-
tice shady honesty, th more shady th
betther, so th krooks don't hafta go to
jale, an any kind av effishensy that fits
inta th way thare playen th game, an
yet, Bill, wud awl thare thricks, thare
losers.

Oh, it's throo, Bill, the ralerodes
wanta abolish our nashenal agreemints.
Thay also want to abolish everything
else too thats good fer th impleyes.
Thay'd like to abolish th B. L. E. Bank
an th B. L. E. Bildin an th hole wurks
in general, an awl th ralerode Bruther-
huds, too.

Thayre thryen rite now to pave th
way fer doin that same, an thayre get-
tin help frum th Chambers o' Com-
merce, th manufackcherers' associashen,
th krook private detektive agencys, th
banks an th noospapers, too, an beleev
me, thats a tuff combinashen to beet,
but be th kinda pavemint thare usin
thayll find th way as rocky as th
famous Dublin rode, fer rite now, mind
ye, th Brutherhuds are more powerful
than ever, an wud evry church in th
land behind thim, an publik opinion
growin in thare faver like th member-
ship in th B. L. E. is growin, thats sum
combinashen too, Bill, if annybody
ax ye.

JASON KELLEY.

Notice

All Divisions joining the Plumb Plan
League or renewing their membership
should notify this office to insure pub-
lication in the JOURNAL. EDITOR.

Questions and Answers

BY JASON KELLEY

Question. I would like to know if it is best to try to fix up a Walschaert valve gear when a combination lever breaks, so as to use both sides of the engine, or cut the engine out altogether on the disabled side? L. A. W.

Answer. It is best not to assume any responsibility not required by the rules covering such a matter, and the general rule in such cases is to cut the engine out on the disabled side. In the case you mention instances are reported where engineers have connected the radius bar to the valve rod direct, and so got some service out of the bad order side of the engine, but reports have also come to us that in some instances where that has been done, owing to the unequal travel of the valve caused by that method, there has been further damage done to the valve gear, and in some instances cylinders have been bursted from the excessive compression caused under such conditions. Where the slide valve is used with the Walschaert gear, such a high compression could not take place, but the damage to valve gear from excessive travel in one direction could, and anyway it is safer, besides which it is the recommended practice, to disconnect the valve gear altogether on the defective side. Where the eccentric crank or eccentric rod is out of commission, the rear end of radius rod may be blocked in center of link and the valve permitted to be operated by the crosshead movement, which is only the amount of the lap and lead, but even that is of no particular advantage so far as the power is concerned, although it does simplify the work of lubricating the valve and cylinder on that side. There is a fundamental principle of railroad-ing that covers all cases, which says, "In case of doubt, take the safe side and run no risks." This applies very well to the matter of disconnecting an engine, as referred to here.

Question. How many electric locomotives in operation in the United States? RUNNER.

Answer. There are 375.

Question. Can electric locomotives be operated more economically than steam locomotives, or do better work, ton for ton of weight of engine? RUNNER.

Answer. Practical, every day service between a Pacific type engine and the B. & O. R. R. operating between Piedmont, W. Va., and Altamont, N. C. in passenger service and weight (engine and tender) but 210 tons, compared to that of an electric locomotive weighing 265 tons, and doing the same service on a similar grade, shows no advantage in the quality of service rendered. In freight service, where there is more variation in the power applied, the steam locomotive shows much better advantage. The electric engine, as was the case with the compound engine, to be economical must have a fixed maximum load, which is not possible in a general way on railroads. The failure of the compound locomotive was due to its failure to fit varying conditions of service economically, and the same weakness in an electric locomotive will prevent anything approaching a general adoption of it.

There may be a boom created in electric locomotive building in spite of the fact of its greater cost of operation, just as the boom in compound engines continued long after its failure had been demonstrated, for the grade is still with us.

Question. Can electric locomotives be operated without a fireman, and if they so operated? RUNNER.

Answer. It is not practical nor in compliance with the law to do so. Doing straightaway work the fireman or assistant, is not so necessary as the fireman of the steam locomotive, so far as maintaining the power is concerned, but there are many other duties that enter into the work of train handling, such as reading signals, etc., to make it almost as necessary to have a fireman on the electrically operated engine as on the steam engine.

Question. What is usually considered as an engine failure? And is any lay which is finally made up considered as such? N. S.

Answer. There is no standard rule for engine failures. What is regarded as a failure on one road may be wholly overlooked on another. One of the few railroads having definite rules to cover engine failures is the Delaware & Hudson. The definition of an engine failure on that road for an engine hauling freight is "anything causing a lay of more than twenty minutes."

es hauling passenger trains, any of over five minutes is called a e, providing the engine does not up the time lost."

estion. What is the highest speed which the booster can be used to stage?

R. A.

swer. About 12 miles per hour.

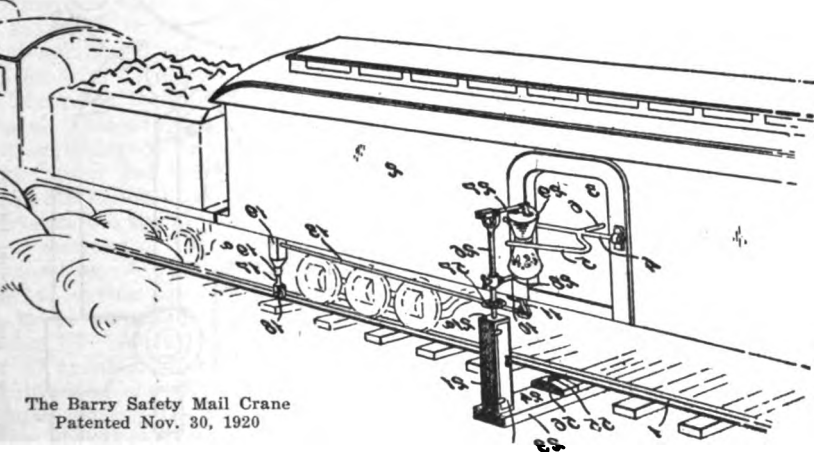
Safety Mail Crane

the frequent and serious cases of y to locomotive engineers as a re- of the dangerous mail cranes in general use today, even on our equipped lines, has suggested to Garrett Barry the idea that a crane to be perfectly safe should, not in operation, stand parallel the track and far enough away to

position to deliver the mail bag through the operation of the lever in the car.

Engineers who have been in fear of the ordinary mail crane which will little more than clear the engine cab at any time, believe that the device shown here fills a long-felt want, and it would seem that in these days when safety is coming to be regarded as a first consideration in train operation that the invention of Brother Barry's should meet with general favor.

There are some other features to the operation of the Safety Mail Crane not shown here, but the brief description given will perhaps be sufficient to point out the main feature concerning the engineer, which is, that at no time is the crane in a position to endanger the man in the cab.



The Barry Safety Mail Crane
Patented Nov. 30, 1920

perfectly and not be brought in on to deliver its mail until the e of the train to which it is to er its mail has passed the crane.

ow this may be done is shown in ut here. When coming to a crane, an inside the mail car operates a which depresses a roller outside d about level with the top of rail hown by No. 18 in the cut). This is carried about 35 or 40 feet in ce of the catcher in order to de- the blade (55) and and permit oring (42) to throw the shaft (26) oring the arms and the mail bag them to such a position that the bag may be caught by the arm of catcher, after which the crane auto- ally goes back to its former in- tive position parallel with the , where it is also automatically l and can only be brought into the

For further information, address G. J. Barry, 607 Hayes avenue, Sandusky, Ohio.
EDITOR.

This is the Time of Year

This is the time of year when the head shack wakes up after a 40-mile nap, stretches himself, rolls one, and says to the fireboy, "Keep a good look-out ahead, for I'm going back to chew, here."

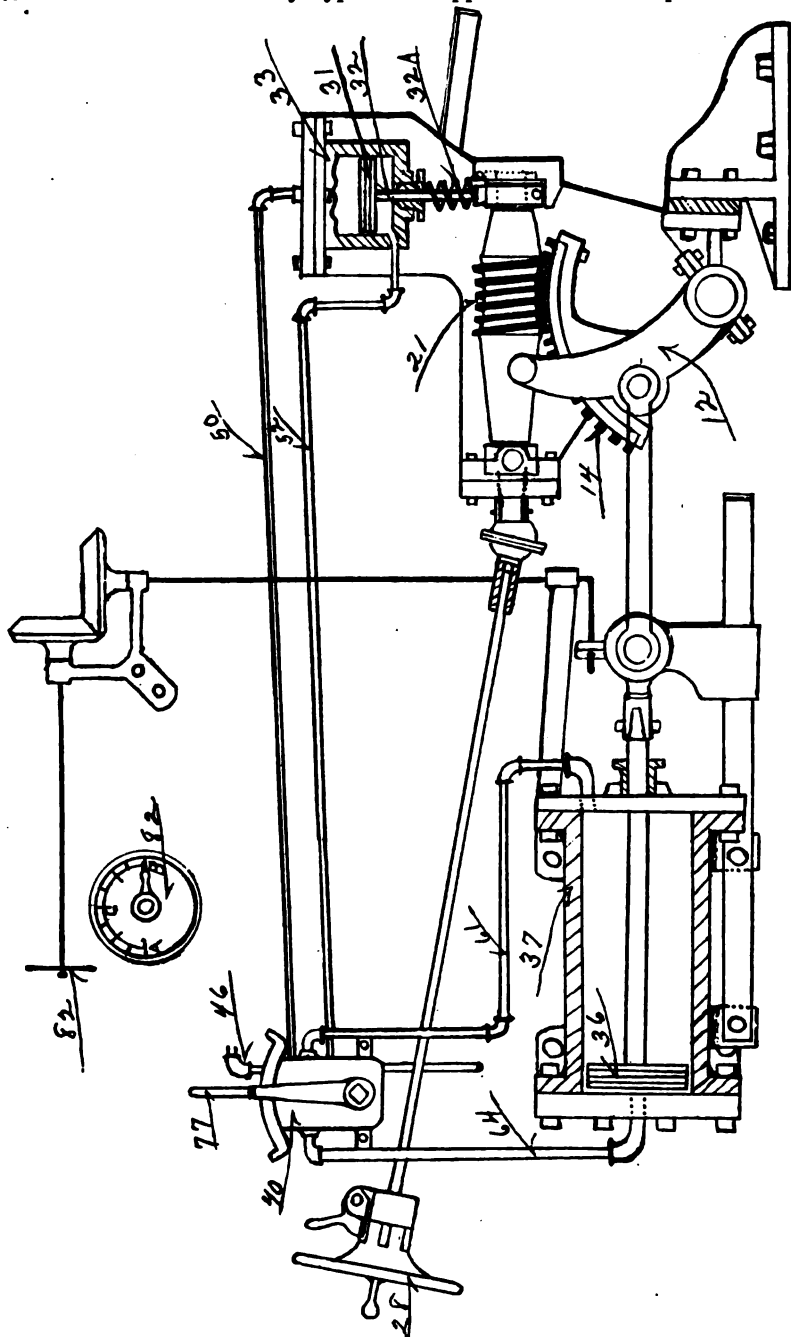
This is the season when the dispatcher thinks the engineer is "laying down;" the engineer thinks the same, only more so, of the dispatcher; the fireman wishes he could, and the head shack really is, while the "con" is "making out his reports" in the caboose.

Abele Combined Power and Manual Reverse

The principal feature of this new reverse are the combined power and hand operation, thereby eliminating the inconvenience due to disadvantages so common with the ordinary type of

reverse; increased engine efficiency at low cost of operation; one type which can be applied to all types of valves and gears designed in conformity with Safety First principles.

Operation.—With all the parts in position as shown in the figure, air is supplied into the top of the control



Abele Combined Power and Manual Reverse

40 through pipe 46, this leaves the ends of cylinder 37 in communication with the atmosphere. The lower end of cylinder 33 is in communication with the atmosphere and the upper end thereof under pressure forcing piston 31 down, holding the worm 21 securely locked into the gear segment 14, which may be cast in one piece with the reversing arm 12, or bolted thereto. In this position the reversing arm 12 may be freely operated or set and held in any position desired by means of the hand wheel 28, enabling the engineer to regulate the cut-off in the manner best suited to the work the engine is doing, both with respect to economy of fuel and efficiency of performance. In order to operate the reversing arm 12 by air from any position in which it may have been previously left, to full gear in either direction, the lever 77 is rocked forward or backward according to the direction desired. This will open the upper end of the cylinder 33 to the atmosphere at the lower end thereof to pressure, forcing the piston 31 in cylinder 33 up, compresses the spring 32A, and carries it to one end of the worm shaft 21, connecting it from the gear segment 14, leaving the reversing arm 12 to be operated by piston 36 in cylinder 37. A further movement of lever 77 opens a valve in control valve subjecting one side of piston 36 to pressure moving the reversing arm 12 in the direction desired. On letting lever 77 it will return and remain in a central position again, opening the lower end of cylinder 33 to the atmosphere, and the upper end to pressure also, again opening both ends of cylinder 37 to atmosphere, and again forcing worm 21 into the gear segment 14 as before. The position of the reversing arm will be indicated on the dial 82 by a pointer, at all times.

Advantages.—With the added feature of a hand control the safe and economical operation of a locomotive is possible at all times whether air or no air, as it often is difficult to maintain air for various causes or even to lose it as in case of break downs, or when pump is shut off in the engine house, and engine is undergoing repairs. In such cases with the absence of pressure on top of piston 31 in cylinder 33, a spring 32A has been

provided to hold the worm 21 enmeshed into the gear segment 14, still permitting of safe hand operation or the reversing arm held rigid.

As this is only a brief explanation as to the general principles, and of operation, I did not go into details of dimensions and construction of separate parts; such information will be promptly given upon request.—Henry E. Abele, 353 Second avenue, Milwaukee, Wis.

The Boomer's Philosophy

The usual crowd had forgathered in the railroad beanery "settin' room" to smoke up and take up the various topics of the day, and, after passing over the regular routine of the season's events, in which pugilism, public scandal, and other indoor sports were freely and more or less wisely discussed, that of locomotive handling, of carrying water in particular, came in for its share of attention. The questions before the house were whether it was best to try to carry an even amount of water in boiler at all times, and which was the most dependable to read the water level by, the water glass or the gauge cocks. Every master mechanic to date, or in fact almost anybody who ever laid claim to being an authority on locomotive operation—and they are many—was strong for even pumping because of the longer life of flues and boiler, the life of the fireman not being considered; and these agreed unanimously upon the greater reliability of the gauge cocks also, so it was very natural that the majority of the company present in the beanery were of the same belief, and they said so, loudly and convincingly enough to carry their point it seemed, for the discussion was about closed without a dissenting voice, when the old boomer in the corner, who thus far had been apparently an uninterested listener, threw away about a half inch of stogie, and after throwing his head back and raising his hand aloft, much the same as the sword swallower in the side show, he deposited half a package of "Red Band" where it would do the most good, after which he tossed a bomb into the party by saying, "Take it from me, boys, you're all wrong. You fellows, I see, are mostly young runners, so let me put you right on these things before it is too late,

for it's hard to learn old dogs new tricks.

"About carrying an even supply of water, just forget that. The 'best pumpers,' they used to call them, who always carried the water just so, belong to another day that is past. Those were the days when the means for supplying water to locomotive boilers were not so reliable as now, and it behooved one to be always provided against emergencies that might arise at any time. Some carried the practice to extremes in that they would not permit a pump to work unless the engine was working. Neither of such types of runners would get to first base today with that kind of practice. The best runner now is the one who never permits water to get into the dry pipe nor below the top of crown sheet and carries it anywhere between those points that convenience and good steaming will permit.

"Bear in mind, it matters more whether you have steam enough than that you have a certain water level in boiler, for it's the steam that makes the mare go, and the fellow who pins his faith to this theory and practices it will come through when the other fellow who is following out a practice that is as much out of date as the 'Grecian bend,' will have many poor excuses to offer for failure to make time that won't go with the modern railway official very well. It requires some good judgment to start out with enough water and avoid doing any damage to the cylinders or the lubrication of them, and a whole lot of nerve to let the water bob in the bottom of the glass, when the steam demands that you favor her by shutting off the gun, but judgment and nerve are the main stock in trade of the good runners. Don't forget that, boys. As for the water glass and the gauge cock question, there is no choice. You've simply got to rely on the water glass. The master mechanics and a whole lot of others who didn't know any better, but of course didn't know it, and some others who should have known better, but also did not, had created the impression in some minds that the gauges were the most reliable, but, like so many other things in connection with the operation of locomotives, the engineer's judgment, based as it is on actual experience, should be the best, and it is.

"The best means by which to raise the water level in the modern engine, particularly those types having arch tubes and sloping back heads, is not a theory today, but an actual necessity, for there have been many cases of dropped crown sheets of late years that could be honestly charged to the engineer's placing his confidence in the gauges instead of the water glass. Neither was perfect, but the glass lost it all over the gauge cocks.

"The master mechanics know their own business, but their business is building, not running, locomotives. That is up to you and me, and I guess that is all for this evening, and now you may come forward on the sawdust track so I may see how many have been converted."

Not a soul moved; they seldom do in such cases, but there were some men who took notes taken from the boomer's philosophy which more than likely were put into practice, for the light of intelligence spreads rapidly among those who are seeking it, even if he has to take it with smells of the soup and smoke of the modern railroad beanery. J.

A Long Time Order

The work of operating a locomotive under circumstances that call for absolute all there is in the machine, affords a precious little opportunity for flashes of wit or humor between the engine men, for the nature of the work usually calls for about all there is in the crew both as to physical effort and mental concentration. We know it is not an uncommon thing on a busy run for an engineer and fireman to go over a 100-mile division without ever speaking a word beyond that absolutely necessary to do the work, for which reason a small amount of wit, that hits the nail on the head, is all the more enjoyable, and will not only break the monotony of the trip but will prove a relief to tense nerves when strung to the breaking point, and they are at times to a degree not only understood as well as the fellow who has been through the mill, but such a one I will relate here.

After being promoted I ran for several years on a coal road, but became anxious to get on one of the big lines. I finally landed a job on a road where speed was the chief requirement of management. The principal traffic was

freight and your standing on that with the management and the men well, was based upon your ability get over the road. If safety was in any consideration, it was before going out or after coming in, but it was permitted to interfere with the business of getting the stock and meat over the road. Railroading there took the form of sport which was in striking contrast to the drag system now prevailing in freight service on most lines.

My first running was as an extra on the engine of an old runner who was a notoriously slow-going fellow—the only one, by the way, on the line, for it was a case of heads up the time with the rest of them. His name was a man about middle age as easy-going as his engineer. My instructions from the fellow named the road with—a son of the Emerald Isle—were simply this: "From once you get th' hi' ball, 'nock the entire tar outa thim," meaning the lines, which naturally included the men. I proceeded to live up to his instructions from the first high ball, and to the displeasure of my easy-going fireman, who was long accused to a comfortable "old Dobbin" of speed. I continued "nocking the entire tar" out of the old mill for about two weeks, which left little time for sociability between myself and the man, if he were so inclined, which was evidently was not, until one very fine night when we were making a run with a stock train. We had been about half-way over the 150-mile division when I received a short time order against the night express. I stepped upon the engine, saying to the man, "Frank, I've got a time order to make Sidley against No. 5." He stepped mopping his face for a moment, saying, "You got a what?" "A time order," I answered. "A time order," said he, "when did you get it?" "Just now," said I. "Just now," he asked; "Good heavens, son, I thought you got it the first day you came on the line, two weeks ago, and that you hadn't made it yet." J. K.

Forty-six per cent of all wood used in the Nation is required on its farms.

OST THE PLUMB PLAN

Class

There are players galore who can boost the score
When their side has a lead pipe cinch;
When away in the lead they can show rare speed,
Yet seldom come through in the pinch.
But another kind are there, you'll find,
With a hit, or a circus play,
That will turn the tide for a losing side;
Now, tell me the reason, pray?

We have runners, too—we don't mean you—
Who can "make it" and not half try;
Can wheel 'em for fair when there's time to spare,
Yet fail if the time is shy.
While another sort, if the time is short,
When the minutes are, oh, so dear,
Will always come through, as perhaps will you,
But, what is the answer, here?

The answer, perhaps, is the clever chaps
Have that which some define
As grit, or skill, or nerve, if you will,
Or knack, I would say for mine.
But the fact remains, 'tis akin to brains,
And it always spells success,
It will turn the tide of a losing side,
And they call it "Class," I guess.

JASON KELLEY.

Fishing and Gambling

There is something akin between fishing and gambling. There is this difference, however, that the fellow who gambles takes a chance of losing both his time and his money, while the fisherman's time alone is at stake. Both have most accommodating memories in that they remember only their winnings, but the fisherman has this advantage, that in relating his successes he is limited only to the stretch of his imagination, while the other fellow must have something more tangible to prove his case.

How the Boomer Passed the Buck

We were doing some switching at a station one day, and after it was finished the conductor yelled, "Call in that flag from the east." For the life of me, said the boomer, I couldn't tell just at that moment if four or five blasts were right, so to gain time I jumped down on the ground and asked the "con" what he wanted, and when he repeated, I said to the fireman, "Bill, call the flag in from the east." Bill whistled, but only gave four blasts, at which the now excited "con" yelled, "Whistle one more!" This gave me my cue, and I asked Bill if he didn't think he ought to study the Book of Rules if he ever expected to be an engineer.

Train Rules—Standard Code

BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

Question. Some of our offices are being closed and when this is done the train order signal is set at clear and the light extinguished. This is against the wishes of all enginemen and trainmen, as they are held responsible for running the train order signal. When an office is closed and the light extinguished, the only way they can tell when the signal is clear is to stop.

There does not seem to be any good reason for extinguishing the light. Is there a good reason?

Is a train order signal considered clear when the light is not burning? May a train run by the signal when the light is not burning?

Are any of the roads extinguishing the lights in their train order signals when the office is closed for the night or a portion of it? MEMBER DIV. 726.

Answer. There is a good reason for extinguishing the lights in train order signals when the office is closed. If the signal light is not extinguished, a false indication is given to any train that may pass the signal, if it entered the extended block under a permissive signal or a permissive card. That is, if the office at B is closed and a train leaves A on a permissive signal because there is a train in the block which extends from A to C, in case the light was left burning at B a clear indication would be received at B when there might be a train still in the block between B and C. This has already happened. So it can be seen that the old method of giving a clear indication at closed offices is positively wrong.

The protection against accident in such cases is furnished by the time table, which clearly indicates closed offices, so that there need be no confusion.

When offices are closed and the time such offices are closed is stated in the time table it is not necessary to stop to ascertain the position of the signal. The injunction to place it in the clear

position is for the reason that such position is best, especially in the hour when the daylight appears and before the day operator arrives. At such times a false clear indication may be given to an approaching train just the same as under the old method. To overcome this I have suggested on numerous occasions that some distinctive signal should be used to indicate closed offices.

The order signal may be considered clear when the light is not burning when the time table indicates that the office is closed, or rather, the signal is to be ignored.

Many roads are extinguishing the lights in the train order signal when closing offices.

Question. Wish to comment on an article which appeared in November JOURNAL as follows:

"No. 24 is due at D at 4:15 p. m. The following order is issued, 'No. 24 run 20 minutes late A to D'."

"What time can No. 24 leave I? What time must an opposing extended train be clear at D?"

It seems to me that if No. 24 has an order to run 20 minutes late A to D cannot leave A until 20 minutes later than the authorized leaving time and it cannot arrive at D until 20 minutes later, which would make it 4:35 p. m.

How does the order to run late practically expire when No. 24 leaves C?

MEMBER DIV. 90.

Answer. The answer in the November JOURNAL is correct. The American Railway Association has ruled that an opposing train beyond D cannot use the time to make D, and that if no arriving time is shown at D the order practically expires when No. 24 leaves C, and No. 24 may arrive and leave D on time if it can. The reason the order practically expires at C is because the departing time at C is considered the arriving time at D, when no arriving time is shown at D.

Question. Rule 221. "A fixed signal must be used at each train order office which shall indicate 'stop,' when trains are to be stopped for train orders. When there are no orders the signal must indicate 'proceed'."

"When an operator receives the signal '31' or '19,' followed by the direction, he must immediately display the 'stop signal,' for the direction indicated, and then reply 'stop displayed,' adding

direction; and until the orders have delivered or annulled the signal not be restored to 'proceed.' While 'is indicated, trains must not proceed without clearance cards."

The stop signal was displayed when train came in sight of it, and cleared engine got to signal, would it be necessary to have a clearance card before proceeding? If so, what distance would the board be clear before the train arrives to give it the right to proceed without a clearance card?

S. W. H.

Answer. The train order signal may be passed at any time when it is clear, without a clearance card. But while it is in the stop position trains must not proceed without a clearance card. It is no matter where the train is when the signal clears; if it does clear, the train may proceed without clearance card, even though such train has been stopped by the signal.

Question. "Rule 93. Yard limits will be designated on the time table and indicated by yard limit signs.

Within yard limits the main track must be used protecting against first-class trains.

Second-class and extra trains must be within yard limits prepared to stop unless the main track is seen or known to be clear.

Passenger carrying trains are not removed from observance of Rule 99 in yard limits."

I am asking for an answer to this question because there is a new book of rules in preparation on this road and engineers have been asked to advise any changes desired. The members of the Division that I belong to reported that Rule 93 be put out of the new book.

The chairman of the Book of Rules Committee has answered that as the present rule is the Standard Rule they have no reason for changing it. Is it the standard or not?

MEMBER DIV. 77.

Answer. The rule quoted is a modification of the Standard Rule, but is not standard. There are a number of good reasons why the rule should be changed, but there is no reason why it should be taken out of the book. To begin with, the main tracks should not be used for protecting against first-class trains." This permits any train or engine to use the main track and work against first-

class trains under flag protection. On the other hand, first-class trains are not restricted in speed through yard limits by the rule.

The last paragraph is misleading, as there is nothing in the rules that can be construed as relieving trainmen from working under flag protection. The rule only authorizes the use of the main track but does not do away with Rule 99.

The rule should be constructed with the full knowledge that the main track through yard limits is not a part of the yard proper and that the use of the main track through yard limits is exactly the same as at any other point except as modified by Rule 93.

Question. Is it proper to state time in train order in figures and then spell it out, putting the figures in parenthesis? Does it comply with the requirements of the Standard Code?

A READER.

Answer. The figures in a train order should not be placed in parenthesis, nor should the order be punctuated. Any extra marking on a train order is liable to cause misunderstanding, especially in the lower copies, and it has been the experience that accident has resulted from such markings.

Standard Rules provide that for orders issued by telegraph the time may be stated in numerals only, or duplicated in words. Where telephone is used, time must be duplicated in words on the wire, but the words need not be written on the order.

"Standard Train Rule Examination" is the title of a book gotten up by George E. Collingwood, Train Rule Editor of the JOURNAL, the tenth edition of which, in revised form, has just been completed.

The price of the book is \$2, postpaid. Address 407 Crittenden avenue, Toledo, Ohio.

Wasted Effort

Trying to convince the average master mechanic that a broken eccentric was not due to a want of oil.

Trying to figure out, after you have reported the petticoat pipe raised, or lowered, whether it was done, or not, especially when you can see no change in the steaming of the engine.



WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editress no later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to MRS. H. H. TURNER, 4944 McPherson av., St. Louis, Mo., and mail for the Grand President, to MRS. M. E. CASSELL, 1497 Alameda avenue, Cleveland, O.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 4229 West End avenue, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 7612 Rogers avenue, Chicago, Ill.

April

E. K. P.

Good morning, sweet April, so winsome and shy,
With a smile on your lip and a tear in your eye;
There are pretty hepaticas hid in your hair,
And bonny blue violets clustering there.

The spring beauties wake for the girls and the boys,
And the earth grows green without bustle or noise.
From tiny brown buds now wrapped fold upon fold,
The loveliest garlands will soon be unrolled.

Ah, welcome, sweet April, whose feet from the hills
Have walked down the valleys and crossed o'er the rills;
The pearls that you bring us are dew and warm showers,
And the hem of your garment is brodered with flowers.

—King's Builders.

Ulysses S. Grant was born at Point Pleasant, Ohio, April 27, 1822. He was graduated from West Point in 1843 and made a distinguished record as an officer in the Mexican War, but left the army in 1854 to become a farmer. The Civil War called him back to the service and he was promoted rapidly, becoming commander-in-chief of the Union armies in 1864. He was elected President of the United States in 1868, serving two terms, and died July 23, 1885.

Our Coming Convention

The G. I. A. convention will open on May 11 in the Statler Hotel.

We hope every delegate will be on time to present her credentials and take her seat at 9 a. m.

We all know that this convention will necessarily differ from those of the past and we must come together with spirit of love and sisterly forbearance, working not for personal benefit, but for the good of the Order. Whatever is best for the interests of our thousands of members, that let us do.

May our deliberations be wise and just. The past two years have been full of unrest and might be termed the readjustment period, but notwithstanding this our Order has buckled on the armor of progress and has not been dismayed. So we must come to this convention full of enthusiasm and with brave hearts and open minds, ready and willing to be convinced as to that which is right and best for all. Leave all fault-finding at home. If we can do this, rest assured that our coming together as a band of loyal Sisters will be productive of much good.

Let our slogan be Justice and Progress, determined that we will give the best that is in us, and we cannot fail.

ewhere in this issue you will find
article making a plea for the benefit
our widows and orphans, which I
most hope you will read and kindly
t to the attention of the delegate
your B. of L. E. Division.

MARY E. CASSELL, Grand Pres.

Notice

legates and visitors to the conven-
tion will kindly secure their own reser-
vations for rooms. The list of hotels,
published in the JOURNAL, is for both
B. of L. E. and the G. I. A.
The Statler Hotel is to be our head-
quarters and our convention will be
held in the ballroom, as heretofore.
Select the hotel you want and write
direct to that hotel for your reserva-
tion. If you desire room in private
apartment, send your request to Mrs. W. H.
Boomer, 4308 Brooklyn avenue, Cleve-
land, Ohio, Secretary Convention Com-
mittee, and she will do the best she can
for you.

Due to the crowded condition of
the city it will be harder to secure
accommodations than it was three years
ago. So attend to this as early as pos-
sible.

The headquarters of the B. of L. E.
will be at Room 136, B. of L. E. Build-
ing. All of our delegates should have
their mail sent there and it will be sent
to our convention hall daily to be
distributed.

MARY E. CASSELL, Grand Pres.

Appreciation

Through the kindness of the editress
I wish to extend to the Subdivisions
my grateful appreciation for the splen-
dour of the work done by them in 1920.

The reports from a large majority
of the Divisions have been very clear
and accurate, and in the comparatively
few instances where it was necessary
to turn the reports for correction, the
work was taken very pleasantly and
corrections made promptly.

I am proud to inform the many read-
ers of the JOURNAL of the high standard
of efficient work that has been accom-
plished in our Divisions, and can fore-
see the time when the Subdivisions of
the G. I. A. will stand second to none
in business efficiency.

Nothing would give me greater pleas-

ure than to write a personal letter of
thanks to each Division in response to
the hearty co-operation I have received.
But lack of time and not inclination
prevents me from doing so.

EFFIE E. MERRILL, Grand Sec'y.

Spring

When joyous spring has come again
And wintry storms are o'er,
And sweet birds return, to sing about your door,
'Tis then we feel that earth holds many things
That's good for us in store.

With sun so bright and sky so clear,
It's the gladdest season of each year;
With flowers so sweet and meadows green,
It makes earth all the sweeter seem.

With song of bird, and children's play,
I love spring, each and every day,
With tree in flower, and later on in fruit,
Where is the soul this season would not suit?

With rivers clear and skies so blue,
My dear springtime, who could not love you?
With bright sunrise and sunset clear,
It's all these beauties, Earth, that make you
dear.

MRS. ALEX TYREE, Div. 483.

Past Presidents, Parlor No. 1

The Past Presidents of Parlor No. 1,
Los Angeles, Cal., met at the home of
Sister Raymond of Glendale, where a
delicious luncheon was served at 1 p. m.
by Sister Raymond, assisted by Sister
McGraff. There were 31 members
present and the yearly report showed
the many thoughtful and charitable
deeds of the past year. This club is
growing so rapidly it is becoming diffi-
cult to entertain them in the homes,
but each one looks forward to the next
meeting. Sister Miller of Div. 1 of
Chicago is spending the winter in Los
Angeles and was a pleasant guest at
the P. P. Club, of which she is a mem-
ber.

A PAST PRESIDENT.

Circuit Meeting

The forty-sixth Union meeting of the
Chicago Circuit was held on Oct. 14,
under the auspices of Divisions 504 and
555. Meeting was called to order at
11 a. m. by Sister Seibold, President of
Div. 504, and we were delighted to have
with us Sister Jennie E. Boomer, Gen-
eral Secretary and Treasurer of the V.
R. A., and Sister Stetler, A. G. V. P.,
who were escorted to the rostrum and

given grand honors, as were also Inspectors Sisters Miller, Vopel, Danzinger, Landgraf, Stoft and Dean. Divisions 1, 5, 40, 96, 143, 165, 192, 245, 246, 316, 357, 376, 414, 452, 504, 535 and 555 were represented by an attendance of about 150 members. Meeting opened in regular form and the forms of initiation and transferred member were exemplified by Div. 504.

We adjourned for lunch and at 2 p. m. meeting again opened with the officers of Div. 555 in the chairs. The question of organizing the State and continuing the Chicago meetings was discussed and it was decided to hold a preliminary meeting with Div. 1 in January to decide the matter. The balloting, installation and burial forms were exemplified by Div. 555. A letter of regret was read from Sister Merrill, Grand Secretary. Sister Boomer gave a very interesting talk on the V. R. A. and Sister Stetler and visiting Sisters gave talks on the Sunshine Club and the membership drive and complimented both Divisions on their splendid work. At 4:30 the meeting closed in regular form, all Sisters present feeling they had spent a pleasant and profitable day.

MRS. H. E. McCUNE.

New Division Organized

A new Division was organized some months ago at Smiths Falls, Ont., Can., by Sister Mains of Toronto, assisted by Sister Martin. We started out with a membership of 40. Sister Mains has since visited us and also inspected us on Nov. 9. A reception was tendered her at the home of Sister Miller and she was presented with a gift from the Division. A delightful evening was spent and Sister Mains assured us the work was progressing in a very satisfactory manner and she hoped the Division which bears her name, Mains, would have one of the largest memberships in Canada. SEC'Y Div. 519.

New Division Organized

On Dec. 9, 1920, Div. 566, Rocky Mount, N. C., was organized by Sister J. S. Query of Portsmouth, Va., with 34 charter members. After instruction in the ritualistic work and installation of officers, the Brothers of Div. 314 took cheer and all were invited to an oyster

supper at the Y. M. C. A., where a enjoyable evening was spent. Sister Query gave us a very interesting talk on what is and has been done by the G. I. A. Sister Beazley of Div. 27 who assisted Sister Query in her work also gave us a fine talk on the good of the Order. PRESIDENT Div. 566.

Poem by Member of Div. 214

My heart is with the engineer,
Fate willed it so, for many a year;
We know some of their trials and troubles great,
So think of him before too late.

When from his run he comes home to rest,
Be sure he gets the very best;
Have a nice warm meal, good things to eat,
Make him feel his trip has been complete.

A welcome hand, a loving kiss,
Will often make the home a bliss.
When in repose, to rest his brain,
Always think of him again.

Keep the children from his room,
Softly close the door, nor drop the broom,
A quiet rest is what he needs,
Fill your time with thoughtful deeds.

Think of the lives that are in his hands,
Recreation his frame demands,
Also he longs for love and cheer,
So, don't forget your engineer.

When the dinner pail you wash and pack,
Think how you would feel if he didn't cook
back;

Slip in plenty of loving thought, and smile,
It may help in time of trial.

Don't scowl and storm around
And wish that he were underground;
A tender heart is often crushed
By thoughtless words, and unjust.

Don't let him pass from the home unsought,
You may feel bad or your feelings wrought,
But take advice, my sisters dear,
And always think of your engineer.

You may sometimes think your path is rough
But it's up to you to hang a bluff;
Keep a smiling face, your conscience clear,
And don't forget your engineer.

Should he be called on that long, long run,
And not come back with the setting sun,
Then you can think, I did my best
For my engineer that is laid to rest.

May God be merciful and help each one
To bear life's sorrow, that has to come;
With a tender heart and thoughts sincere,
Always think of your engineer.

MRS. L. J. W., Div. 214.

BOOST THE PLUMB PL

Notices

The Eleventh Semi-Annual Indiana Meeting will be held in Logans-Ind., under the direction of Div. April 14, 1921. All G. I. A. are welcome.

MRS. F. M. SIMMS, State Pres.
MRS. WILCOX, State Secretary.

There will be a meeting of the Car-Union at Hamlet, N. C., May 3. All members are urged to be present.

MRS. L. BLANCHE JOHNSTONE,
Corresponding Sec'y.

Wisconsin State Union Meeting will be held at Green Bay, Wednesday, April 27, at Moose Hall, Washington street. Meeting called for 10:30 a.m. All G. I. A. Sisters cordially invited.

MRS. J. FAHRINGER, State Sec'y.

Correction

The article published over my name in the February JOURNAL, the statement was made that the G. I. A. was organized with 10 members.

It was told that there were 56 present at the time and of this number many are still living and most of them are members of Chicago Divisions.

It was under the impression that only 10 were in the parlor of the Palmer Hotel in Chicago when the organization was perfected and that afterward 46 joined No. 1 as charter members considered charter members of the G. I. A.

As this was wrong, I am pleased to set my mistake through the columns of the JOURNAL. MARY E. CASSELL,
Grand President.

Installation, G. I. A. and B. of L. E.

The G. I. A. and B. of L. E. held their installation at their hall.

Brother Ring, retiring president, was the installing officer. After the close of the ceremonies the members of the B. of L. E. proceeded to install their officers for the ensuing year. At the conclusion of the installation the members of the G. I. A. served six o'clock refreshments to all the B. of L. E. and their families. After dinner the ladies of the G. I. A. Division entertained their guests

with a suffragist meeting. Their subject being "Man," the meeting was called to order by their president, Mrs. J. W. Ruggles, with Guard Matilda Pippendale carefully guarding door to see no spies could enter. Upon giving the proper password members were admitted to the room.

The members at the meeting opened their session by singing their opening ode, "How We Hate Man," after which each lady gave her personal opinion of man in a burlesque way, which showed the men that the women would handle the reins in the future.

Talks for the good of the Order were made by Brothers Kyler, Mansfield and Tom Dwyer. The meeting closed by the president announcing the topic for next meeting, which was, "Government of U. S. by Us Women, When Species Man is Extinct." The president appointed Brothers Mansfield, Bridwell and Kyler as judges to award the prize for the most comical costume. To the tune of "Who Wants a Man?" the suffragettes formed a grand march and paraded before the judges, who, after grave deliberation, awarded the prize to Mrs. John Beatty. At the conclusion of the program all danced until a late hour which closed one of the most successful and prosperous years for Divs. 507 and 223. COMMUNICATED.

On Jan. 3 B. of L. E. Div. 432 and G. I. A. Div. 169, Birmingham, Ala., held joint installation service. All locomotive engineers and their families were invited and an excellent program enjoyed. A beautiful cut glass vase was presented to Sister Millican, P. P., and a gold recognition pin to Sister Mashburn for attending every meeting during the past year. Brother Mae, on behalf of Div. 432, presented Brother Schwine, retiring chief, with a watch charm. He accepted the gift with words of appreciation. After the program was concluded, refreshments were served and a social hour enjoyed by all. Fifteen dollars and twelve cents was derived from the sale of four cakes and the money sent to the Sunshine Club. SECRETARY DIV. 169.

Remember, you can't do a thing the first time but once.

BOOST THE PLUMB PLAN

Friday evening, Jan. 21, Div. 358, extended a hand of welcome to the Legislative Board, visiting Brothers and friends. Addresses were given by several members of the board. The evening's entertainment was opened with a march of welcome by the officers of Div. 358. Refreshments were served and dancing followed until one o'clock, when the merry party bade adieu for another year. SEC'Y Div. 358

DIVISION NEWS

Div. 181, Denison, Texas, is wide awake and endeavoring to accomplish great good through the G. I. A. A little more than two years ago we were honored by a visit from Sister Murdock and her splendid remarks sank deep into our hearts, there to be cherished as a sacred memorial to her.

Again in 1920 we were honored by a visit from our beloved Grand President, Sister Cassell, and she, too, is possessed with that charming manner and clear, profound mind, accustomed to the contemplation of high spiritual ideas which will eventually make a great Organization greater. Sister Rader was appointed Inspector from our Division, and she thoroughly prepared herself for this great work and cheerfully assisted us in preparing for the visit of our Grand President and Inspector. The ritualistic forms were exemplified in a very creditable manner. We are very proud of Sister Rader and her success is assured, as she is kind, loving and conscientious, ever remembering the grand principles of our Order, Sobriety, Truth, Justice and Morality. Our Past President, Sister Fullington, after overcoming difficulties that would have discouraged many and with a supporting membership, entered the membership drive for 50,000 and the result was 16 new members. Her success in keeping the Division working in harmony was not due to her vigor in suppressing contentions but to her wisdom in preventing them. Now that the reins of the government of our Division have been handed over to Sister Coppers, we trust her success may even surpass that of the past two years and that we may witness the realization of Sister Cassell's ambition to reach 50,000 during this year.

MRS. C. M. PERRY,
Sec'y Div. 181.

Sister H. H. Turner, Grand President of the G. I. A. and editor of our pages in the B. of L. E. JOURNAL, inspected Div. 84, Springfield, Mo., at the Eagles' Hall on Jan. 27, and much praise was given the two Marsh Sisters Hodgeson and Murphy, also the Guide, Sister Shockley, for their excellent work, and a grade of 99 was the result. All officers had their work memorized, which adds very much to the work. The Social Committee, headed by Sister Rice as chairman, served a beautiful dinner at noon in the banquet hall to about 40 Sisters and Brothers. At the close of the session the President, Sister Dwyer, in a few well-chosen words presented Sister Turner with a silver berry spoon, the gift of Div. 84. A reception was given in Sister Turner's honor at the home of Sister Dwyer on Wednesday evening for the members and their families. Sister DuBach had charge of the entertainment for the evening, which consisted of music and readings by the members of G. I. A. families, an informal talk by Sister Turner on the many phases of the workings of the Grand Division, stating that more than 85,000 engineers were in the B. of L. E. men and our members only a little more than 28,000. What are the rest of the wives of B. of L. E. men? We were glad to have her tell of the pleasure our women are given to the unfortunate ones in High Park Home, also what is being done for our widows and orphans and the help that comes to our Sisters from the Relief Fund. The President, Sister Dwyer, responded in a very pleasing manner, telling of the work of Div. 84 and assuring Sister Turner we would strive harder to help accomplish the great tasks before us. Sister Allebach opened the discussion, "Why Should the Wives of Railroad Men Inform Themselves Politically?" and this proved to be a very interesting subject. Sister Allebach was winner in the historical guessing contest. MRS. J. C. DUBACH

It was a red letter day among the engineers of Los Angeles when the B. of L. E. Divisions 660 and 662 and the Auxiliary, Div. 392, held a triple celebration in Masonic Hall, Jan. 14. A family dinner was served in the banquet hall at 6:30 to about 150. The tables were arranged to form a large circle and each one did ample justice to

ful spread prepared by the wives. officers of the two Brotherhoods escorted to the tables by the Mar- of Div. 392. Miss Allison de- d us with two musical numbers, Sister Price and her new officers ost excellent work, which brought applause. "Our" Grand Officer, Norton, gave one of her enjoy- alks, followed by the newly elected , Brothers Johnsey and Warner. new year is starting under the favorable auspices and we hope any family gatherings during the
MRS. JOHN FINLAY.

Jan. 3, G. I. A. Div. 564 and B. E. Div. 48 held installation, our Grand Vice President, Sister r, as Installing Officer and Sister Turner as Installing Marshal for 564. Sister Smiley, who was re- l as President, was installed with corps of officers, all of whom re-elected. At the close of instal- Sister Smiley called on Sister r for a talk, which she gave on eat benefits derived from being a A. woman. Our Brothers were y surprised to hear of the won- work we are doing and we are ed to Sister Turner for making orkings of the Grand Division so o them. We feel that it will win a number of new members. As e in the big drive for a 50,000 rship, we will welcome all who with us. Sister Smiley, in her racious manner, presented Sister r with a beautiful bouquet of and carnations, for which Sister r responded with thanks. It was he Brothers' chance to show us, e were greatly pleased to watch nstallation. Brother Pace was ed as Chief, Brother Rogers act- Installing Officer, and as this r first invitation, as their Auxil- ve tried to make it a most delight- e so we would be invited again. rothers presented us with a purse and we in turn invited them to nquet hall, where a steaming hot delicious dinner awaited them. ss to say, all did ample justice to ost excellent meal and we hope y many more. A 40-year badge esented to Bro. J. F. Kehrman, , Bonne Terre, Mo., and there isiting Brothers from Div. 686.
A MEMBER.

Div. 383, Waycross, Ga., was in- spected Nov. 29 by Sister McKinzie of Jacksonville, Fla. The morning was given to the questions on by-laws and inspection of books, etc., for which we received 100. At 1 o'clock we adjourned for lunch, which was served at the home of our Chaplain, Sister Barnes. A bountiful meal had been prepared by our members and was greatly enjoyed by all. At 2 p. m. we again assembled in the hall and the ritualistic forms were exemplified for inspection. Sister McKinzie is a very able Inspector and the pleasant and charming manner in which she displays her great interest in the work should be an inspiration to the members of Div. 383 and help them to take more interest in the work. We regretted that more of the Sisters could not be present. The Past President, in behalf of Div. 383, presented Sister McKinzie with a silver pie knife. While in our city Sister McKinzie was enter- tained in the home of Brother and Sister Fesperman. **MRS. L. G. JENKINS,**
 Cor. Sec'y Div. 383.

Div. 176, Chattanooga, Tenn., has adopted the plan to give each Sister a handkerchief shower for her birthday, which has created a lot of amusement and interest in the Division. Sisters Carey, Whitten and McCullough were showered at the home of Sister Carey on Jan. 13. Narcissuses and ferns were the decorations. Twenty-three Sisters and five visitors were present. A card and guessing contest were enjoyed and Sisters Payne and Carden were the successful contestants. A delicious salad luncheon was served by Sister Carey, assisted by her daughter of Birming- ham, Ala. The evening was thoroughly enjoyed by all present and the Sisters left very reluctantly when the lateness of the hour made it necessary.

MRS. J. E. HENEGAR,
 Cor. Sec'y Div. 176.

On Jan. 5, Div. 206, B. of L. E., and Div. 480, G. I. A., Temple, Texas, held a joint installation. During the after- noon we gave the penny drill and a neat sum was realized for the Highland Park Home Fund. It took no second invita- tion to get us to the dining room, where the Brothers had prepared an oyster supper, with delicious sandwiches add- ed. The Refreshment Committee, with Brother Martin as chairman, deserves

special mention for the well-prepared luncheon. G. I. A. Div. 480 extends its appreciation to the Brothers for the splendid supper provided. We hope to have another joint installation, for this occasion will long be remembered by the Sisters of Div. 480.

MRS. T. E. ORMON, Sec'y.

At our regular meeting on Jan. 18, Div. 25, Bellevue, Ohio, we had initiation and following this we were served with a sumptuous 6 o'clock chicken dinner, to which our husbands and families had been invited. Eighty-five were present, and the Brothers were well represented. A musical program, contests and drawings were the diversion of the evening. One of the Sisters donated a "mystery box" and 10-cent chances were sold, from which we realized \$3.80, and Brother Stetler won it. It contained delicious cookies. Next came a heart contest, and Sister Stetler won this, a candy cane. The best of all was left for the last, when Sister Pitcher and Brother Obey were called to the platform and Sister Pitcher, in behalf of Div. 25, in her own gracious manner, presented Brother Obey with a purse of \$50 in appreciation for kind favors. Although he was taken by surprise, he responded very thankfully for the generous gift. This little surprise was framed up at the afternoon meeting and each member has pledged herself to, in some way, earn a dollar to replenish the treasury and report as to how she earned it. We have these dinners and socials at the last regular meeting of each month and all enjoy them very much, especially the Brothers.

SEC'Y Div. 25.

Oct. 22 was inspection day for Div. 400, Wichita, Kan. An all-day session was held and we were glad to welcome Sister Raynor of Oklahoma City as our Inspector. The forenoon was taken up with the questions on by-laws and inspection of books, regalia, etc. At 12:30 we adjourned for lunch at the Pennsylvania Hotel, where a bountiful spread had been prepared and it was greatly enjoyed by all. We were delighted to have Brother Ledgerwood with us and he seemed to enjoy the novelty of being the only man present. At 2 p.m. we again assembled in the hall, where the ritualistic work was exemplified. We deeply regretted the absence of our

President, Sister Fuchs, who was ill the hospital, and the Vice President was called out of the city on account of sickness, so Sister Summers presided for the day. We regretted that many of our Sisters could not be present to hear Sister Raynor explain the work of the Sunshine Club, also the great work being done for our widows and orphans. She is a very able Inspector and by her charming manner won the hearts of all. Div. 400 is prospering, having initiated several candidates during the year and taken in a few on transfer card. Occasionally we have something besides business, and recently two of our worthy members, Sisters Ledgerwood and Galletly, were given surprise birthday parties in the form of handkerchief showers. They in turn were asked to give a penny for each year they are and as they are a little bit sensible about their age, each one gave 100 pennies. The trip to Sister Galletly's was made in a motor bus and the girls were entertained with games, Sister Ayler winning the prize, a hand-painted plate. A delicious luncheon was served by Mrs. Taylor and Mrs. Wm. Ledgerwood, daughter and daughter-in-law, the two Sisters, also Mrs. Enyeart, Sister Foster's daughter. All went home feeling they had spent a very delightful afternoon and wishing the Sisters more happy birthdays.

EDITH K. GALLETLY, Sec'y Div.

Let all do their part in bringing the membership to a high notch at the convention.

A joint installation of officers of Div. 199, B. of L. E., and Div. 447, G. I. A. was held on Jan. 10, with both divisions well represented. Brother V. was installed as Chief by Brother W. as Installing Marshal, and the Sisters complimented Brother Shay very highly on his work. Sister Allen was installed as our new President by Sister H. acting as Installing Marshal. Pugh was presented with a beautiful gold G. I. A. pin for her faithful service in Div. 447. Much credit is due her in making our meetings a success. The Sisters gave a splendid program of readings and songs and at the close of this the penny drill was given by the Brothers joining in. At 6 o'clock a delicious turkey banquet was served to about 114. The tables were beau-

ted with flowers and smilax. and dancing were the pleasure evening and all voted it an even-ill spent and hope for more in the

Mrs. GEO. C. SMITH,
Member Div. 447.

236, Chicago, Ill., has closed one most successful years, as we not ad a large increase in member-at a splendid attendance through-e year. In October we held a rful bazaar, with Sister Merrill airman, and practically all the rs her committee, for everyone work to make a bazaar a success. ember we gave a surprise party e of our members who was leav-r the West to make her home. Murphy was presented with a from the Sisters and all wished appiness in her new home. On 3 we held public installation, in-the Brothers, who seldom see rives installed in the G. I. A. The ' drill was given by the 1920 , and then followed the installa-with Sister Woods as Installing al. After presenting floral bas-and gifts to the officers we were ined by a short program of sing-d dancing. Several visitors were on for remarks, the new Chief of 4 opening and all the rest re-g. The Entertainment Com-then served a delicious lunch a late hour we parted to go to mes, wishing each one a happy ear.

A MEMBER.

115, Washington, D. C., held installation of officers on Dec. 29, o which all Sisters and Brothers vited. The ideal winter weather t out a large number and the Christmas season helped to make asion a most joyous one and nappy greetings were exchanged the meeting opened. Sister Ben-resident, called the meeting to and the work began. In her gracious manner Sister Bush, an of the Entertainment Com-welcomed all, in verse, and the applause she received was mod-cknowledged. After the officers' the salute to the flag was given e "Star Spangled Banner" was ach one trying to be more pa-than his neighbor. The officers l in white, and Sister Pack, In-

stalling Marshal, showed her ability in performing the work which had been assigned to her. The Brothers seemed to enjoy the form more than any other given. All joined in the flower drill and a neat sum was given and added to our Sick Fund. Sister Adkins furnished the melodious strains of "Marching Through Georgia," which made our Brothers step lively. All work must end when "eats" are in reserve and we, with our guests, repaired to the banquet hall, where beautifully decorated tables fairly groaned with all the good things which the market affords, and the committee is to be congratulated for the excellent manner in which everything was prepared and served, and all did full justice to this great feast. As the wee small hours were not far distant, there were hearty good wishes for a happy New Year and each wended his way home, happy but tired. Meetings like this serve to stimulate interest in our beloved Order, and we hope to have given the cue to others. Long live the G. I. A. Sec'y Div. 115.

Div. 241, Tucson, Ariz., has indeed been very busy in the past two weeks. On Dec. 23 we gave a turkey dinner in honor of the four new members which were initiated that day, and invited all engineers and their families, who were eligible, as our guests, numbering about 125. This was our first venture, and proved so successful we hope to have many more. On New Year's eve we were invited to meet with Sister Kroger and had a good crowd and a splendid time. Our entertainments have been confined to social evenings and picnics for the past eight years and we decided to do something different this year, so held a dance on Jan. 7, which was a decided success from every standpoint, and we were delighted to learn we had cleared more than \$200.

ALICE S. BENJAMINE, Pres.

We hear many comments on "Sunny Old Spokane" but seldom read anything of the social side of the B. of L. E. and the G. I. A. On Jan. 13, B. of L. E. Div. 147 and G. I. A. Div. 154 held joint installation to which Divs. 576 and 327 were invited. The invitation was accepted by a large number of Brothers and their wives and Sisters whose husbands' work kept them from attending. At 6:15 dinner was

served to about 145, by the Sisters of Div. 154. All enjoyed the well-prepared meal, flavored with genuine fraternal hospitality. Brother Campbell, as installing officer, assisted by Brother Walker, installed Brother Bowen as Chief. Chances were sold on a quilt for the benefit of Highland Park Home, resulting in \$25, and the Sisters were delighted. The G. I. A. installation came next, with Sister Campbell as installing officer, assisted by Sister Merrill as I. M. and Sister Evans, the re-elected president, installed for the second term. Sister Evans served as a faithful treasurer in this Division for 14 years. Sister Campbell, with her well-drilled team, put on the beautiful work exemplified at Portland, Ore. All enjoyed the evening thoroughly, each one accepting the invitation to the joint installation of Divs. 576 and 327 in Hillyard on the following afternoon and we were all the guests of the Brothers of Div. 576. Sister Bromley was installed president for the second time and Sister Young acted as installing officer, with Sister Landis as I. M. Sister Bromley has the support of all Sisters who have the work of the Order at heart, and great good has been accomplished during the past year. Fourteen candidates have been initiated with four more waiting initiation. The work of the coming year seems even brighter. The Brothers then held their installation, installing Brother Keehler as chief, Brother Bostwick of Div. 576 acting as installing officer, with Brother Kruger as I. M.. At 6 o'clock the members of the five Divisions adjourned to the dining room, where a delicious chicken dinner was served to 150. This was prepared by the ladies of one of the local churches and fully satisfied the inner man. We returned to the main hall, where the work of Sister Campbell's drill team was put on to the pleasure of all present. We enjoyed a program of songs and readings, after which dancing was the order of the evening and was enjoyed by young and old. Brother Leavett, with his 250 pounds, danced the entire evening and his good wife sat by and smiled her approval. Brother Leavett was the B. of L. E. chairman and Sister Beehler chairman of the G. I. A. If Brothers of other Divisions, as they read this article, could realize how the wives enjoy their hospitality they would no

doubt make these entertainments an annual affair. Brothers, think of good times you could have by practicing the great democracy advocated by every thinking man and woman throughout our Nation today.

MRS. J. M. SCHERER, Div. 327

It has been some time since you have seen anything from Div. 346, Montreal, Canada. We started the New Year by initiating three candidates. For the past years we initiated on an average ten for each year, making a total of thirty new members in three years. Last year we were not so fortunate as we lost two of our older members by death and had so much sickness among the members during the year. We are looking forward to a prosperous new year, although rental is very high and the cost of entertainment so high and the exchange our insured members have to pay, which will, we trust, be relieved in some way at the next convention.

We welcome our new G. I. A. members by presenting them with a baby rattle, a silver spoon, and one of our members has twins said, in her letter of thanks, "I hope you will not think me greedy." On Sept. 1, 1920, we had the pleasure of meeting Sister C. D. Clark of Div. 154, Spokane, Wash., who was passing through Montreal, and we spent a pleasant hour with her at the Windsor Hotel. We will be pleased to meet any of our American Sisters who may be in our city, as visits like this go a long way toward promoting a true fraternal feeling. We had hoped to hear from Sister Clark on her return journey, but so far have not received any tidings. Maybe she has lengthened her visit in Canadian cities have a fascination of their own. EVA D. ROBERTS, Div. 346

Div. 44, Slater, Mo., started the new year in a manner which, if continued, will change the year nineteen twenty-one to nineteen plenty one in the matter of pleasure. On Jan. 6, after installation, lunch was served and a good time was had by all the Sisters, practically all members being present. Jan. 18, after the meeting of Div. 44 of L. E., the Sisters assembled at the hall, where matters of business were discussed and then the entertainment consisting of songs, readings and lectures was the order of the day, the last

g in popularity. When leaders for drill were called by one of the s, the Brothers responded nobly. It aid afterwards that this effected miraculous cures of rheumatism similar ailments and in some cases as a "fountain of youth," causing ears to fall from the shoulders of participating. All had such a rful time, and we have given the ers a new name, "Best of Lads" Feb. 3 five candidates were ed, and after the regular busi- refreshments were served. All banded together in an effort to this our banner year in the his- of Div. 44, in the way of adding r membership.

MRS. C. L. SPONSER,
Cor. Sec'y Div. 44.

t a line from Div. 259, Portland, where in summer the cool breezes Perhaps you have not heard us for some time, but please do ink we have gone to sleep. We ust passed a very successful year e new year looks very promising. did not close our meeting during and August and so we planned outing each month. In July our ent, Sister Hincks, invited the s and their children for an all- uting in her cottage at Old Or- and what a good time they all A delicious lunch was served at and in the afternoon some en- the bathing, while others took in ghts on the Midway.

August we held a picnic in Odd ys' Park, and although the er was not very favorable the e were enjoyed in the Casino. Brothers that were able to attend uch a good time that they wanted n another outing. Through the ous offer of Sisters Emery and s of their cottages at Old Or- as many of the Brothers and Sis- as could attended an all-day there in September. A commit- Sisters prepared a fish chowder nner, and with all kinds of pastry ce cream the picnic will long be nbered as one of the most delight- ld during the summer.

e past presidents took charge of air and supper in December, and s a great success socially as well ancially.

the Brothers installed officers this

year, we obtained special dispensation from the Grand President and held a joint installation with the Brothers. Following the installation a Christmas tree was found waiting loaded with mysterious packages, and with a com- mitte of Sisters in charge, presents were delivered to all.

Perhaps I am taking more than my allowance of space but I want to tell you about the annual banquet we gave the Brothers on Jan. 23. This was the Brothers' regular meeting day and so at the close of their meeting they adjourned to the banquet hall, where they found the tables decorated with flowers and a good supply of good things, such as the Sisters know how to make and the Brothers know how to eat. Nearly 200 of the Brothers and their families were present. After the tables were cleared away we listened to a musical and literary program with the talent all from the families of the Sisters.

One of our Sisters had the pleasure of visiting some of the Divisions in the West last fall. We hope if any of the western Sisters ever come to Portland they will plan to visit us too.

MRS. A. J. MARDIN,
Sec. Div. 259.

G. I. A. Voluntary Relief Association

Chicago, April 1, 1921.

To Division Secretaries:

You are hereby notified of the death of the following members. The amount due not later than June 30, 1921, for July quarter is \$2.25 for those carrying one certificate, and \$4.50 for those carrying two.

Members insured during April will pay for May and June on April quarter and all of July quarter not later than June 30, 1921, or forfeit insurance.

Insurance Secretaries must remit by post office or express order, or bank draft if payable on Chicago, New York, Boston, Philadelphia, or St. Louis, Mo. Personal checks and those on any other city except above named cannot be accepted.

SERIES A

Assessment No. 951

Kansas City, Kan., Feb. 5, 1921, of abscess of liver, Sister Marietta Scott of Div. 494, aged 63 years. Carried two certificates, dated July, 1898, payable to J. W. Scott, husband.

Assessment No. 952

Joliet, Ill., Feb. 5, 1921, of peritonitis, Sister Mrs. John Boland of Div. 246, aged 33 years. Carried one certificate, dated April, 1914, payable to John Boland, husband.

Assessment No. 953

Scranton, Pa., Feb. 6, 1921, of apoplexy, Sister Annie Fitzgerald of Div. 82, aged 51 years. Carried one certificate, dated August, 1910, payable to Henry Fitzgerald, husband.

Assessment No. 954

Terre Haute, Ind., Feb. 8, 1921, of acute dementia, Sister Maude C. Herron of Div. 29, aged 44 years. Carried two certificates, dated July, 1908, and February, 1918, payable to James Herron, husband.

Assessment No. 955

Philadelphia, Pa., Feb. 14, 1921, of myocarditis, Sister Sarah A. Sheard of Div. 253, aged 92 years. Carried one certificate, dated April, 1902, payable to Div. 253 and Abbie Hide, niece.

Assessment No. 956

Baltimore, Md., Feb. 18, 1921, of cerebral hemorrhage, Sister Mary E. Mouse of Div. 117, aged 55 years. Carried two certificates, dated April, 1900, payable to P. H. Mouse, husband.

Assessment No. 957

East St. Louis, Ill., Feb. 18, 1921, of dropsy of lungs, Sister Bettie Bookstaver of Div. 179, aged 66 years. Carried one certificate, dated July, 1899, payable to Thomas Bookstaver, son.

Assessment No. 958

Erie, Pa., Feb. 21, 1921, of obstruction of bowels, Sister Jane Reed of Div. 28, aged 80 years. Carried two certificates, dated March, 1894, payable to Hiram Reed, son, and Mrs. Helen Seabrook, daughter.

Assessment No. 959

Oswatimie, Kan., Feb. 23, 1921, of myocarditis, Sister Leonora Reed of Div. 253, aged 56 years. Carried one certificate, dated December, 1912, payable to W. A. Reed, husband.

Assessment No. 960

Sayre, Pa., Feb. 21, 1921, of acute nephritis, Sister Frances Daniels of Div. 60, aged 54 years. Carried two certificates, dated January, 1906, payable to Jesse Daniels, husband.

Assessment No. 961

Pittsburgh, Pa., Feb. 26, 1921, of valvular heart disease, Sister Carrie Bissel of Div. 59, aged 48 years. Carried two certificates, dated January, 1913, payable to Arthur O. Bissel, husband.

Assessment No. 962

London, Ontario, Feb. 19, 1921, of myocarditis, Sister Eva L. Temple of Div. 131, aged 55 years. Carried one certificate, dated May, 1911, payable to Robert H. Temple, husband.

Assessment No. 963

Philadelphia, Pa., March 3, 1921, of myocarditis, Sister Nellie M. Williams of Div. 253, aged 89 years. Carried one certificate, dated March, 1914, payable to William H. Williams, husband.

Members will pay Insurance Secretaries on or before June 30, 1921, or forfeit insurance.

Insurance Secretaries must remit to General Secretary and Treasurer by July 5, 1921.

Members in good standing on January quarter, 13,404 in first class and 7178 in second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Secy. and Treas.
7612 Rogers Ave., Chicago, Ill.

Who Was It Who Said: "The First Step to Greatness is to be Honest"?

Without questioning the truth of a statement quoted above we might call another as a substitute more applicable to the life of the man who uttered "the first step to greatness is necessary."

Samuel Johnson, the man who said "the first step to greatness is to be honest," never realized literary success until the pressure of poverty compelled him to write. When Samuel Johnson's mother died she left nothing and son was equally poor. How to secure enough money to give her a decent burial was the problem confronting young writer, and in desperation began "Rasselas." A week was required to complete the work and it was sold to a publisher for enough to pay the funeral expenses of Mrs. Johnson.

The succeeding eight years were largely spent in writing the "Dictionary of the English Language," a work which had a large circulation and which reflects great credit on its author, but which, at the same time, possesses little or no value as a reference work.

Johnson's education was received largely at Pembroke College. But at the end of three years he was compelled to retire because of lack of funds with which to continue his studies.

It was in 1763 that Johnson first made the acquaintance of James Boswell, the man who later became his biographer and so devoted to him that his name became a synonym for devotion and hero worship. It was in company with Boswell that Johnson made his trip to Scotland, which furnished the material for his work, "A Journey to the Western Isles of Scotland."

Johnson died Dec. 13, 1784, as the result of a paralytic stroke. His remains are buried in Westminster Abbey. — Wayne D. McMurray, *Cleveland Plain Dealer*.

"Where He Go"

"What time next train go to Washington?" a traveling Chinese asked the railroad clerk.

"Two-two," replied the official.

"You no understand," insisted the Celestial. "I know the train go too-too. I no ask how he go. I ask where he go!"

Of General Interest

ates and Visitors to the G. I. D.
Take Notice!

will introduce to the delegates
visitors to the Third Triennial Con-
n, Bro. Ben Whelan of Div. 167,
will be chairman of the Committee
rangements for the convention,
opens at 9 a. m. on the 11th day
y, 1921.

ther Whelan has arranged for
accommodations for all who may



BRO. B. C. WHELAN, DIV. 167
Chairman, Committee of Arrangements
Third Triennial Convention

e to attend the convention, but he
es it understood that such accom-
tions, and all others, for that mat-
will cost much more than in 1918.
inquiries regarding any ques-
or information you want an-
ed should be addressed to B. C.
an, Room 136, B. of L. E. Build-
Cleveland, Ohio.

om rents have almost doubled in
, and suites of rooms suitable for
housekeeping, which were so plen-
in 1918, are very scarce at present
the rent rates for same are high.

ere is no doubt of our ability to
care of all who may come to the
ention, but Brother Whelan desires

that you all be made to understand the
conditions here, so you can arrange
your plans accordingly.

Hotel rates, for rooms only, are as
follows:

AMERICAN HOUSE (150 rooms),
639-49 Superior avenue N. W.—Room
for one person, without bath, \$1.50 to
\$2; room for one person, with bath, \$3;
room for two persons, with bath, \$4 to
\$5; room for two persons, without bath,
\$3 to \$3.50.

CLEVELAND HOTEL (1000 rooms),
Superior avenue N. W. at Public Square
—Room for one person, private bath,
\$3 to \$7; room for two persons, private
bath, \$5 to \$10.

COLONIAL HOTEL (150 rooms),
Prospect avenue at Colonial Arcade—
Room for one person, private bath,
\$2.50 to \$3.50; room for one person,
without bath, \$2 to \$2.50; room for two
persons, without bath, \$3 to \$3.50; room
for two persons, private bath, \$4 to \$5.

GILLSY HOTEL (350 rooms), E.
9th street at Chestnut avenue—Room for
one person, without bath, \$2; room for
one person, with bath, \$2.50 to \$4;
room for two persons, without bath, \$3
to \$4; room for two persons, with bath,
\$4 to \$6.

HERMITAGE HOTEL (80 rooms),
Euclid avenue at E. 13th street—Room
for one person, without bath, \$2 to
\$3.50; room for two persons, without
bath, \$3 to \$5.

THE HOLLENDEN (800 rooms),
Superior avenue at E. 6th street—
Room for one person, with bath, \$3 to
\$6; room for two persons, private bath,
\$5.50 to \$8.

NEW AMSTERDAM HOTEL (350
rooms), Euclid avenue at E. 22d street
—Room for one person, with bath, \$2
to \$2.50; room for two persons, with
bath, \$3.50 to \$4.50.

OLMSTED HOTEL (300 rooms),
Superior avenue at E. 9th street—
Room for one person, private bath,
\$2.50 to \$5; room for two persons, with
bath, \$4 to \$7.50.

STATLER HOTEL (1000 rooms),
Euclid avenue at E. 12th street—Room
for one person, private bath, \$3 to \$8;
room for two persons, private bath,
\$4.50 to \$10.

THE HOTEL WINTON, Prospect
avenue at E. 9th street—Single rates:
\$3, \$3.50, \$4, \$4.50 and \$5 per day.

Double rates: \$5, \$6, \$7 and \$8 per day. Rooms with sleeping accommodations for three or more persons at \$2.50 and up per person.

We would be very glad indeed to accommodate as many of your people as possible at the above rates, and assure you that everything possible will be done to make your stay most pleasant and comfortable while with us. Please allow us to suggest, however, that those desiring reservations, advise us at as early a date as possible, as at the particular time at which this meeting will be held, the hotels of Cleveland will be packed to their capacity.

HOTEL EUCLID — Single, with bath, \$2.50, \$3 and \$3.50; double, \$4, \$4.50 and \$5. Running water and toilet, single, \$2 and \$2.50; running water and toilet, double, \$3 and \$3.50. Two beds, four persons, \$6; two beds and bath, two persons, \$5; two beds and bath, four persons, \$8. Running hot and cold water, single, \$1.50; running hot and cold water, double, \$2.50.

Spread the Light

Labor is the official representative newspaper for the sixteen railroad labor organizations. The power it can exert in promoting the cause of each and all is made especially effective from the fact that it represents a link that binds all of these separate orders together in a common interest, thus affording a degree of co-operation, of teamwork between them, which heretofore has been woefully lacking.

It is one of the weaknesses of organized labor as a political factor that there is often a lack of unity of that thought and action which is necessary for it to enjoy the prestige and exercise the force which its great numerical strength would warrant, and there is no better way to correct that fault than to subscribe for *Labor*, and induce others to do the same.

The workers have suffered in the past from lack of some agency through which to present their case before the bar of public opinion. Our fraternal publications do not reach the public, so we cannot defend ourselves against the misrepresentations of the public press, but *Labor* affords a means through which we will eventually spread the light which will reveal the true position of the organized workers in their rela-

tion to all that concerns the industrial and political life of the Nation.

Bring the matter before your Division at the next meeting and arouse possible interest among the members extending the circulation of *Labor* among the members and non-members as well, and in doing so you will be working for your own interest and of all wage-earners.

The regular subscription price for *Labor* is \$2 a year, but if the Division will subscribe for all its members it can secure *Labor* for \$1.50 per year per member. That represents a saving of 25 per cent.

The money can be paid out of the Division treasury every quarter.

If the Division does not want to subscribe in a body it is suggested that a permanent committee of three, to be known as the Committee on Subscriptions for *Labor*, be appointed, with instructions to get 50 new subscribers within 30 days from the date of appointment. If such a committee is appointed and makes good, the subscribers thus secured will receive *Labor* for \$1.50 per year and all subscribers secured thereafter by that committee will be entitled to the same rate.

Now that's a plain proposition and it should be placed before every Division in this country and definitely taken.

Subscribe for *Labor* and spread the light.

The Story in a Nutshell

You're enjoying good health—That's fine.

You want to remain well—That's natural.

You may be careless—That's possible.

You may have an accident—That's probable.

You sincerely hope not—That's obvious.

Then practice "safety first"—That's wisdom.—*The Mill*.

Delegates and visitors to the G. O. convention will find the headquarters of the Committee of Arrangements in Room 136, B. of L. E. Building. They should register there and receive a badge. All convention mail will be found there. Any members expecting mail should inquire there.

W. S. STONE, G. C.



The above is a flashlight photograph of the large electrically illuminated sign over the B. of L. E. Bank, Cleveland, Ohio. This sign, which is 50 feet wide, is supported by a steel structure resting on top of the bank building, which brings it over 150 feet above the street. The sign may be plainly seen from the Public Square, and because of its striking appearance commands the attention of thousands that move about in that section, which is really the heart of the city.

Banking by Mail

Brotherhood of Locomotive Engineers Co-operative National Bank of Cleveland. Capital stock, \$1,000,000; surplus, \$100,000. Co-operation. Service. Owned by members of the Brotherhood of Locomotive Engineers and managed by expert bankers. Commercial. Savings. Trusts.

Actual 4 per cent paid on savings accounts from day of deposit to day of withdrawal unless withdrawn within 30 days. Two per cent paid on commercial accounts if over \$500. Dividends to stockholders limited to 10 per cent. Surplus earnings paid into surplus and distributed to depositors.

Warren S. Stone, President; W. B. Prenter, Vice President, Cashier; W. F. McCaleb, Vice President, Manager.
Corner Ontario street and St. Clair avenue, Cleveland, Ohio.

THE SECURITY WE OFFER

The first question a depositor wants to know is: Is my money safe?

Here is the security the Brotherhood Bank offers to you:

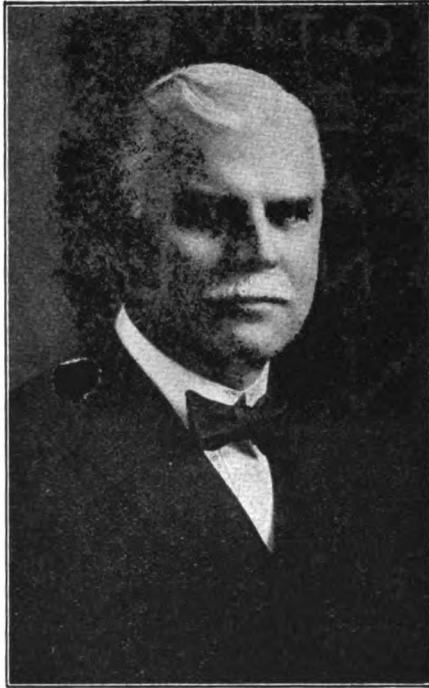
(1) This is a national bank. Its capital stock is \$1,000,000. This must all be paid in in cash. Under the laws of the United States every stockholder is liable to twice the amount of stock he holds. So the first security we offer is \$1,000,000 of stock and a second \$1,000,000 of personal liability back of that stock.

(2) Added to this is a surplus of \$100,000. This has been paid in in cash. The bank would have to lose \$2,100,000 before a depositor could lose a cent.

(3) A national bank is subject to frequent inspection by trained Government examiners. They see to it that

the bank is honestly and conservatively managed. The 20,000,000 depositors in the 8000 national banks of the United States have been so carefully protected by the Government that not a single large national bank has failed during the past three years.

(4) The Brotherhood Bank has taken the following additional precautions: First, no loans or profits of any kind are permitted to any officer or director of the bank. This is where most bank losses occur. Second, an outside, independent registered accountant audits



GRAND CHIEF W. S. STONE

President B. L. E. Co-operative National Bank

the books of the bank every day. Third, all of our employees are bonded by a surety company so that even should defalcation or embezzlement occur, the bank and the depositors cannot lose. Finally, since the Brotherhood Bank limits its dividends to 10 per cent, there is no temptation to take risks.

(5) The Brotherhood of Locomotive Engineers is nearly 60 years old. It owns a \$2,500,000 office building in Cleveland that will be turned over to the next general convention free of all debt. The Brotherhood has \$184,000,000 of insurance in force in its various fra-

ternal insurance organizations; it paid out \$46,000,000 in claims; its annual disbursements exceed \$4,000,000. It has 85,000 members with whom it does business and from whom it collects large sums every year.

With 57 years of financial experience of this magnitude behind it, with tremendous resources in its possession it has never lost a dollar on its investments.

CO-OPERATION

Everybody is talking co-operation. The Brotherhood of Locomotive Engineers Co-operative National Bank is practicing co-operation.

For 57 years the B. of L. E. has been a fraternal organization. It is not a co-operative. It makes no profit from any of its enterprises except its story office building in Cleveland, which has been highly successful.

With millions of resources of its own to invest, with many more millions of our members and Divisions to invest, and with no banks owned by law in this country, our Grand Convention on two separate occasions authorized the organization of a bank.

The by-laws of the bank limit dividends on the capital stock to 10 per cent. The stockholders can never receive more than 10 per cent. The remainder of the earnings go first to building up of a surplus required by law, which surplus will increase the security of the depositors; and second, the balance of the earnings will be distributed to savings depositors and to funds on a pro rata basis. In other words, the depositors of the bank are partners in the bank. They share the earnings. That is one of the principles of co-operation. Co-operation recognizes that those who make a business profitable should share in the profits they create.

THAT IS WHY THE MOTIVE OF THE BANK IS CO-OPERATION. THAT IS WHY THE MOTTO OF THE BANK IS SERVICE.

HOW TO BANK BY MAIL

You can make a bank deposit by mail as easily as you can over the bank counter!—as easily as you can from a mail order house.

This is all that is necessary:

Make out a check or a draft, or a postal or express money order

Brotherhood of Locomotives En-
Co-operative National Bank.
you have a check, draft, money
or pay check payable to yourself,
it to the bank by writing across
k: "Pay to the order of Broth-
of Locomotive Engineers Co-
operative National Bank," and sign
ame under it as it is written on
e of the check.

Write your name and address on a
copy of which is shown herewith,

We have carefully read your entire
letter, and in reply will say that *Labor*
is the only paper today, having a na-
tional circulation, that gives in an in-
telligent and impartial way the rail-
road man's side of the case. In
one part of your letter you say: "This
is a great time for the laboring class
to stand together." You never said
a truer thing, and that is the thing
that your Organization has been try-
ing to accomplish through the columns

.....1921
WARREN S. STONE, President
Brotherhood of Locomotive Engineers Co-operative National Bank
Cleveland, Ohio

Dear Sir:

Inclosed find { check
draft for \$.....
money order

which please deposit as a { commercial^a account for me.
savings

Name.....

Street.....

City and State.....

Please address your mail and make remittances payable to the above bank

USE THIS COUPON ONLY TO OPEN A NEW ACCOUNT

which will be furnished you by the
on application. Also state whether
account is to be a savings or com-
mercial account.

mail the same to the bank.
receipt of the deposit the bank
and you a pass book; or if the
it is a commercial account, it will
check book and bank book.

on withdrawals are made on sav-
accounts, the pass book should be
the bank so that the amount of
withdrawal can be entered.

Our Chance to Support a Real
Labor Paper

Recently received a letter from
our members, appointed on a
committee by his Division, in which
expressed his disapproval of the
of *Labor* in the recent national
sign, simply because it did not
se to speak the truth concerning
reactionary candidates nominated,
the following reply to his letter is
ed to show the position I think
ould take on that question:

of *Labor*, and in other ways, but un-
fortunately too many of our working-
men were carried away by partisan
feeling in the recent election, and as a
result some of the reactionary enemies
of labor have been returned to Congress,
where they are preparing to put
through drastic labor legislation.

The result of the recent election has
also encouraged the manufacturers' as-
sociations and Chambers of Commerce
in the open shop fight that they are
now waging and in which they are
encouraged by every reactionary inter-
est and every reactionary politician in
the country. With reference to the
open shop, I will say it is true that the
railroad Brotherhoods have not as yet
found it necessary to make a stand for
the open shop, but, you can be certain
that if the open shop is established on
the lines desired by Capital, with the
consequent breaking down of organized
labor, which will surely follow, Capital
will attempt to carry the war on organ-
ized labor into our camp and endeavor
to take from the train service employees
much of what has been gained in the
past 30 years.



EVERY MEMBER GET A MEMBER

SUREUR PLUMB PLAN LEAGUE,

Machinists' Building, Washington, D. C.

Enroll me as member of the Plumb Plan League and include me as an active
 state of democracy in industry. I send you \$2.00, to apply to a year's sub-
 scription to *Labor*, the national labor weekly.

Name.....

No. and Street.....

Town or City..... State.....

e Plumb Plan League Booming

e following Divisions are now
 members of the Plumb Plan League:

2, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14,
 5, 18, 19, 20, 23, 25, 27, 28, 29, 30,
 2, 33, 36, 37, 38, 39, 40, 41, 43, 44,
 7, 48, 49, 50, 51, 52, 53, 55, 56, 57,
 9, 60, 61, 64, 65, 66, 69, 71, 72, 74,
 7, 78, 79, 80, 81, 82, 83, 84, 85, 86,
 2, 93, 94, 95, 96, 97, 98, 99, 100,
 102, 103, 104, 109, 110, 112, 113,
 115, 116, 117, 120, 121, 122, 125,
 129, 130, 135, 137, 139, 141, 143,
 145, 146, 150, 151, 153, 154, 155,
 159, 160, 161, 165, 167, 169, 170,
 173, 177, 178, 179, 180, 182, 183,
 186, 187, 190, 192, 194, 196, 197,
 201, 203, 206, 207, 208, 210, 213,
 215, 216, 217, 218, 219, 221, 222,
 225, 226, 228, 229, 231, 233, 235,
 237, 241, 244, 246, 248, 249, 250,
 254, 255, 257, 259, 260, 261, 262,
 264, 265, 266, 269, 270, 271, 272,
 274, 275, 276, 277, 280, 281, 282,
 284, 287, 289, 290, 292, 293, 294,
 297, 298, 299, 300, 301, 302, 304,
 307, 311, 312, 313, 314, 316, 317,
 324, 327, 328, 329, 333, 334, 335,
 340, 343, 347, 349, 351, 353, 354,
 357, 358, 359, 360, 361, 364, 365,
 367, 369, 370, 372, 376, 377, 378,
 380, 383, 384, 385, 386, 387, 389,
 392, 393, 394, 395, 399, 400, 401,
 403, 404, 405, 408, 411, 415, 418,
 421, 424, 425, 426, 428, 429, 430,
 432, 433, 434, 435, 436, 439, 440,
 442, 447, 448, 451, 452, 454, 456,
 458, 459, 461, 462, 464, 465, 466,
 468, 471, 473, 475, 476, 477, 480,
 483, 485, 488, 489, 490, 491, 493,
 495, 496, 497, 498, 499, 500, 501,
 503, 504, 505, 506, 508, 513, 517,
 520, 523, 525, 527, 530, 531, 533,
 537, 538, 539, 543, 544, 546, 547,
 550, 551, 552, 555, 559, 560, 564,
 568, 571, 573, 576, 577, 578, 580,

582, 584, 585, 588, 589, 590, 591, 592,
 595, 596, 598, 599, 601, 602, 604, 605,
 606, 607, 610, 611, 612, 613, 615, 618,
 619, 620, 621, 623, 625, 626, 627, 629,
 630, 632, 634, 635, 638, 640, 641, 643,
 644, 645, 646, 649, 651, 652, 655, 656,
 659, 660, 662, 664, 665, 666, 668, 670,
 672, 673, 674, 678, 680, 681, 682, 683,
 685, 688, 690, 692, 695, 698, 699, 701,
 704, 706, 708, 709, 710, 712, 713, 714,
 719, 720, 722, 724, 725, 727, 731, 734,
 738, 739, 740, 741, 742, 743, 744, 745,
 746, 748, 754, 755, 757, 758, 759, 760,
 761, 763, 766, 768, 772, 775, 776, 777,
 778, 779, 780, 784, 785, 786, 788, 789,
 790, 791, 792, 794, 795, 800, 802, 804,
 805, 806, 812, 814, 820, 824, 829, 830,
 831, 833, 834, 836, 838, 839, 841, 842,
 845, 849, 850, 851, 857, 858, 860, 861,
 863, 865, 867, 869, 870, 871, 872, 875,
 880, 882, 883, 886, 219, 227, 330, 647,
 119, 136, 209, 230, 253, 352, 541, 687,
 729, 732, 826, 835, 887, 87, 472, 633,
 880, 882, 883, 886, 219, 227, 330, 647,
 702, 54, 147, 650, 45, 323, 238, 202, 253,
 296, 338, 45, 193, 211, 565, 773, 42, 808,
 767, 348, 7, 87, 164, 205, 342, 575, 801,
 303, 325, 17, 671, 511, 769, 811.

We still find that far too many of our
 Divisions have not joined the Plumb
 Plan League—we are very sure that
 if this matter were given the considera-
 tion that it deserves, not only every
 Division, but every member of the or-
 ganization, would join the Plumb Plan
 League.

Yours fraternally,

W. S. STONE,

Grand Chief Engineer.

H. E. WILLS, L. G. GRIFFING,
 F. A. BURGESS, M. E. MONTGOMERY,
 ASH KENNEDY, H. P. DAUGHTERY,
 E. CORRIGAN, A. JOHNSTON,

Ass't Grand Chiefs.

C. D. JOHNSON,

S. H. HUFF,

Acting Ass't Grand Chiefs.

Attest: WM. B. PRENTER, F. G. E.

A Word to the Wise Should be Sufficient

There is an old saying that it pays to cultivate good habits, for once cultivated they will take care of themselves and go on indefinitely like perpetual motion. Of course, bad ones will do the same, but it is so easy to distinguish between them that no man competent to assume the duties and responsibilities of running a locomotive will be at a loss to know which is which or which is best.

We naturally expect much of our members, but why not? Do not the



BRO. E. H. KRUSE
Special Insurance Solicitor

railroads and the public expect much of them when they will entrust them with trainloads of passengers and millions of dollars' worth of property, the safety of which depends upon their judgment and their intelligence? And are they not making good? I'll say they are, and it is conceded by people in every walk of life that the locomotive engineers represent the highest type of craftsmen in the country. Then, why should we not expect much of each other? So, I will repeat, it is well for our members to cultivate good habits. A cheerful manner is not a big social investment but it brings big dividends in friendship. Pleasant, kindly thoughts will work wonders in mental improve-

ment and add much to the joy of living and the habit of doing one's share. The community pays with good interest in the knowing that we are as good as our neighbors.

We may carry that principle further, Brothers. Carry it to our B. of L. E. affairs, and right now you should make a firm resolve to take off your coats and lend a hand toward making your Division one of the strong links in the Brotherhood. Not only will it help relieve others from carrying more than their share of the load, but it will be a source of pleasure to you to know that you are a man among men, will be able to do a man's share of work and comes your way.

There is nothing more beneficial to you, or to the Division, or to the Brotherhood in general, as good attendance at meetings. There is a measure of cheer in a well-filled meeting that cannot be defined, but it is there. You have felt it. I have felt it, and whatever it is, it makes for good fellowship and operation and success. Not only is success in the things we have to do too, but any evidence of good fellowship between ourselves sets a good example to the non-members who are forced to believe that our Brotherhood is one of fact as well as in name. While it is true that the non-members need more than we need them, yet our interests are mutual. They do not know that so well as we do, for which reason the responsibility for getting them within the B. of L. E. fold rests mainly with us. We are getting new members by the hundreds every month, and this is every promise that before long we will have every desirable engineer within our ranks. The sooner that time arrives the better for the engineering fact that is becoming clearer every day and is especially clear just at present. A little more effort on your part, Brothers, and we will have 90,000 members by the opening day of the convention.

Along with the good habit of spreading cheer and increasing the membership and your interest in Division matters, it will naturally follow that you will be more prompt in the payment of your dues, more willing to carry a reasonable amount of insurance, and will also cultivate a closer acquaintance with our Co-operative National Brotherhood, which will be an incentive for you to save more than usual. And, by

have you joined the Savings Club
 our Division?
 When you have acquired the habit of
 and loyalty you will automati-
 do the right thing at all times,
 your financial gains will not be the
 benefits that will result, for there
 also be that of added self-respect
 all as a more contented mind, which
 greater sources of personal com-
 than any money consideration.
 word to the wise should be suffi-

E. H. KRUSE,
 Special Insurance Solicitor.

Interesting Letter from Canada

F. W. RIOUX, SPECIAL ORGANIZER

February, 1920, I was appointed
 the Grand Chief as Special Organ-



BRO. F. W. RIOUX
 Special Organizer for Canada

for the B. of L. E. in Canada. I
 pleased to say I have been told that
 success has been encouraging, much
 however, I must credit to the
 chance I received from the officers
 members of the various Divisions
 ted, and it affords me pleasure to
 advantage of this opportunity to
 every one of them for the cour-
 and assistance they gave me in my
 of soliciting membership for the
 old B. of L. E.

My success in bringing the members
 to understand our insurance and pen-
 sion has been a very encouraging part
 of my work, for I found I could show
 them, in many instances, where the
 members were paying more money for
 lesser benefits. They appreciated the
 information, too, for you know the
 Canadians, as a rule, are a bit canny.
 Some of them thought one had to be all
 but dead before he could receive the
 B. of L. E. pension, but when they
 learned that I—and I am far from
 being dead—was getting mine, they
 were surprised and convinced that the
 B. of L. E. had more to offer its mem-
 bers in the way of good substantial
 benefits than they had ever known.

The territory I cover is a wide one
 and the extremes of temperature I had
 to contend with, especially in the be-
 ginning, was a bit trying, but as the
 work progressed and the members I
 visited learned that our interests were
 mutual, the aid they gave me helped
 me over the rough places wonderfully.
 You must understand, Brothers, that it
 is very cold in Canada in winter, and as
 my work necessitated being outside a
 great deal in looking up the prospective
 candidates, I often found it necessary,
 along with the pilot, or assistant, each
 Division furnished me, to enter some
 public place to thaw out. This was in
 Ontario. (We have prohibition there,
 too.) Leaving Ontario, I visited Divi-
 sions in Manitoba, Saskatchewan and
 Alberta, and am at present in the Prov-
 ince of Quebec.

The work of organizing is not all
 smooth sailing, for you must get your
 candidate before you can initiate him,
 and right there is where the real work
 is. But the work is interesting and the
 knowledge that one is doing a work in
 which the candidate, as well as the
 Brotherhood and the cause of all loco-
 motive engineers, are all being bene-
 fitted, is always an inspiration to spur
 one to do his best.

The work is not without its humorous
 features either, for the reasons men
 offer for not being members of the B.
 of L. E. are sometimes amusing. One
 man said he would never join so long
 as a certain engineer was a member of
 the local Division, and it developed that
 the reason was that the B. of L. E.
 man, as a joke, stole a steak out of the
 other's lunch basket and then had the
 gall to borrow some butter from the

same fellow to cook the steak with. All efforts to show the humorous side of the situation to that brother have failed up to date, so it may be possible, though I hope not, that we have forever lost one good prospect as the result of a joke.

Facts About the Sea

Every one knows in a general way that sea water contains gold and silver, but does he realize how much? A book by a French scientist, Prof. A. Berget, "The Problems of the Ocean," gives some startling figures.

The quantities of precious metal held in solution by the seas and oceans of the world are enormous. Every ton of water contains ten milligrams of silver, which doesn't sound like much, for it would take the silver from hundreds of tons of sea water to make a teaspoon or a half-dollar. But if all the silver in the sea were extracted and divided up among all the inhabitants of the earth, every man, woman and child, black and yellow, would have \$350,000 worth.

As for gold, it is five times as plentiful and, of course, many times more valuable. If it could be extracted and distributed in the same way, everybody would have a block of the yellow metal worth \$27,000,000.

There is so much salt in the oceans—about seven million cubic miles of it—that if it were extracted and dried and then spread out evenly over the whole surface of the globe it would be 150 feet deep, completely burying all buildings under 15 stories high. There would be enough salt to make the European continent three times over, with the Alps and the Pyrenees and the Balkan ranges.

Water is regarded for practical purposes as a non-compressible fluid. Actually, however, it does diminish slightly in volume under very high pressure. It is fortunate that this is so, for if the water in the sea were not compressed, at its lower levels, by the enormous weight of the water above, the whole ocean would be nearly 100 feet higher than it is, and the dry surface of the globe would be greatly reduced. Many of our ports and seaside cities, and many populous islands, would not exist.

A Sop Thrown to the Train Dispatchers

The Interstate Commerce Commission has recently ruled that train dispatchers are to be included in the list of subordinate officials which will compose one of the newly made groups to be added to the Railroad Labor Board provided for in the Transportation Act of 1920 to fix wages for railroad employees. This was not done with intent to better the condition of the dispatchers, but it was thought that by in such close contact with the management they would naturally come more directly under its influence and more prove a valuable asset to the railroad as a voting power in deciding problems at issue between the employees and the railroads.

Whether the plan will work out as intended is doubtful, for the dispatchers are an intelligent class who have also learned their lesson. They have learned that their close relationship with the management has been a drawback in the past, just as it has been to those who held semi-official positions on the railroads, for, all things considered, they have been the poorest paid of the railroad employees. Among that class were the civil engineers, traveling engineers, roundhouse foremen and men of other kinds, in fact practically all those who received what was known by the dignified name of "salary" less pay for their services than those who worked for the more remunerative if more humble pay called wages. Before the war the locomotive fireman often drew more pay than the train dispatcher, the engineer more than the road foreman of engines, a condition which was in a degree corrected by the Government during the period of its control of transportation, and no thanks to the railroads for it either.

Yes, the train dispatchers had found out by long experience that being regarded by their superiors as one of their own cloth, a scale or so above the common herd of employees, did not get them anything of a substantial nature. Did not get them the pay they deserved, in fact they saw that they were not for wage standards gained by organized members of the rank and file, their own salary, meager though it was, would have been still lower if they took heed of the lesson, and if the advantage afforded under Gov-

control organized their forces, they are today in a position to their own cause and are independent of paternalism which has had them nothing in the past. That effect the designating of train dispatchers as "subordinate officials" of the Interstate Commerce Commission will have on their future is a question, but being composed as it is of men of a high grade of intelligence and being one of the ablest of the labor leaders, in the person of Mr. Lurson, cannot see it turned from the independent course it has taken, nor believe that the railroads can influence them as members of the group of subordinates on the Railway Labor Board, or in any other way to the disadvantage of themselves or organized labor, in spite of the sop thrown to them in conferring upon them the honor and title of "subordinate officials."

J. K.

Employees Assigned for Inefficiency of Railroad Employees

causes that are said to have produced a loss of efficiency of railroad employees are given in a report from the Eastern Lines of the Pennsylvania Railroad, according to the *Railway Review*. The causes given are six in number, but the whole cause of the complaint of the railroads, in so far as train service employees are concerned, may be summed in the sixth given, namely, the "lessening of disciplinary powers of the officers."

Now, this latter is the real grievance, not stated in what manner, or by what agency the disciplinary powers of the officers have been curtailed, but if there was no Senior Rule and no organization among the workmen, what a time the officers would have put their uncles, and their cousins, and their aunts even, wherever they liked to service, and wielding the lash of discipline in a way to strike terror into the hearts of the poor workmen, as was done in former days.

more locomotives. Now, it so happened that a new president came to the road, and hearing the chronic complaint of shortage of power, immediately arranged to rent all available locomotives within a radius of a thousand miles or less—enough at least so the operating officials finally cried "enough." Well, as in the other case, they had more than they needed, so much more that they got the road so full of trains they couldn't move them east or west, in fact the road was suffering from a congestion of traffic that developed an acute case of indigestion, which was quickly relieved by the president, who disposed of all the extra power that had been thrown into the pool, and never again did anyone hear of a shortage of power on that division of road.

It would be so if the railroads could abolish the Senior Rule, for they would find that the exercise of unrestricted disciplinary powers by the officials would soon completely break down the morale of the employees, and with that would go efficiency, economy and all that goes to make safe, sane and profitable railroading.

J. K.

Safety Work Under Government Control

There were certain features developed on the railroads during Government control, which have aided very materially to promote safety of train operation. One was the temporary suspension of the practice of driving the engineer to render service for which, under private operation, the power was unfitted. When the railroads were under private control, the continual demand made by the higher officials upon those in the operating department for train movement, both as to volume and speed, too often overtaxed the facilities provided for rendering such service. The burden of this system fell, chiefly, upon the engineer. It often made it impossible for him to deliver the goods expected, and his necessarily frequent failures to do so, instead of reflecting on the policy of the company, or the judgment of the operating officials, was charged against him. Under Government control, there was an immediate letting up in the demand for hurried train movement, so that the engineer was

left more to his own judgment in the matter of safety and train speed; this tended to lower the risk, and was a strong factor in reducing the number of train accidents.

And with all due respect for the deserving people who were then promoting the safety movement in railroad work, let us not overlook the undeniable truth that another factor to be reckoned with in assigning the causes for accident reduction on railroads recently was prohibition.

With the railroads under Government control, but practically in the hands of the private operators, whose evident aim was to make Government control a failure, it was well that the several other factors mentioned were operating to compensate for the worse than indifferent supervision of the operating officials, for otherwise the number of wrecks and personal injuries, to the public and employees as well, would have been something to eclipse the record of other days, when railroading was about as safe as air navigation is at the present time.

The Wail of the Private Owners

The private owners complain of the financial condition of the railroads and are pleading for legislation that will restore their credit.

The credit of a corporation, just as that of an individual, is based on ability and willingness to meet certain financial obligations, as well as on the margin of profit and general methods of conducting the business. If sound business principles are adhered to it is reckoned as an asset, as it shows the industry is represented by men of integrity, so if the railroads are suffering from a lack of credit the fault is theirs, and they, and not the public, or the railroad employees, should suffer the loss.

If railroads could not prosper in this country where the general development of population and industry has been the wonder of the world, then there must be something "rotten in Denmark" that cannot be corrected by placing a burden on the people such as a proposed subsidizing of the railroads would do, nor by increasing the traffic rates. What is needed is a change of

system. The railroads are suffering from too many ailments to expect cure by local applications; there is no surface enough on which to apply a number of healing plasters and bandages needed to remedy the disease state they are in, and any temporary financial aid given them will be giving the patient a dose of salts. A major operation is plainly necessary.

The wail of the private owners for help to restore their credit is itself a confession of that fact, when we consider the great number of financial leaks of the railroads as privately operated made public by Congressman Huddleston on the floor of Congress, the wonder is they have succeeded in maintaining enough credit to operate at all.

Strike, Says Miss Taft

Ex-President's Daughter, Head of Bryn Mawr College, Favors Union

Miss Helen Taft, acting president of Bryn Mawr college, declared in an address before the alumni conference that the Bryn Mawr campaign for \$1,000,000 to increase faculty remuneration was one she wished the professors of the country would organize a union and strike for higher salaries.

She said that they had a better right to strike than the ministers. Miss Taft said that the faculty of Bryn Mawr and other colleges are taking the most reasonable way possible to press their claims.

Miss Taft pointed out that she would not object to a strike as a college executive because she believed it would not be a strike against the college but against the public, which ought to be made to pay for its education.

With reference to the foregoing declaration of Miss Taft, we must say that we admire her courage as well as her wise solution of the problem of providing for more liberal salaries for college professors, it being in the nature of an approval of the very policy that have advocated for years. Let those who desire education be paid more for their services to be enabled to pay for that education, and not have it paid for through the deathbed bequest of the ironmasters and oil barons and railroad magnates and such

used billions of dollars wrung the toil of others to perpetuate names as philanthropists for the station of coming generations.

It is true that some of our many millionaires have provided for pensions for superannuated professors, a fact, itself an acknowledgment that the professor, owing to his niggardly ways, must become a dependent when no longer able to stand up to the daily grind of duty.

Labor as an Investment

The urgent need of the times to re-ignite the spirit of unrest in the industrial world is a little more common than on the part of the employing class. A willingness to recognize certain rights of labor now generally conceded must be by all fair-minded people. Among these is the belief that labor is an investment. That the workman invests his labor just as a stockholder invests his money. Labor bears the same relation to industry that a motive power does to its train.

We have ever been taught to regard labor as somewhat represented by a machine only, ignoring the fact that labor represents the productive force, the living power of industry.

In view of the fact that the common rights of labor must receive recognition in the hands of the public through the action of the country, it is necessary that sympathy should be in accord with its desires which it rarely is to content it should, for want of means which labor may present its case only at the bar of public opinion. The public usually hears but one side of the case when matters of difference arise between the employers and employees for which reason it is often prejudiced against the latter, and if it is in any way inconvenienced by labor strikes, as when the fuel supply or transportation is stopped, these prejudices become confirmed.

Capital would recognize labor's right to compensation based on its value as an investment in industry, instead of regarding it as a commodity to be bought and sold at whatever price competition or other need might force it down. Then there would be little trouble in settling the matter of wages and

profits, but that possibility seems a long way off, so it is well, in the meantime, to pin our faith to the power of organization, as force combined with justice seems to be now, as ever, the most potent factor in world's progress.

No Wonder We Have Rear End Collisions

The Interstate Commerce Commission recently made a report to Congress on the spacing apart of trains by minutes as with telegraph orders as compared to that of distance as by block signals, from which the following is clipped, as it throws some light on the cause of so many rear end collisions on track in automatic block signal territory.

"Without the block system, the right of a train to proceed depends, (a) on the class of the train as regards other trains; (b) on the time, as shown in the time table; and (c) on the vigilance of the engineer in seeing that the preceding train is out of his way. Under the block system these otherwise vital features become matters merely of convenience or expediency. With no block system rear collisions are provided against by flag or lantern signal, but the failure of this latter safeguard is notorious. It fails both from the negligence of flagmen to carry out or display the signal, and of engineers to heed it when it is given."

You will note the report says, "With no block system rear collisions are provided against by flag or lantern signal."

But it doesn't say that there is protection against rear collision by flag or lantern where block signals are used, so the inference drawn might easily be that manual signaling of any kind is unnecessary where automatic block signals are used, and, by the way, is that not the chief cause of so many rear-end collisions taking place on roads protected by automatic block signals? For on single track roads, where they rely wholly upon the flagman to protect the rear of trains, the number of rear collisions are less numerous than on double track lines where too much reliance is placed in the automatic block signal. The railroads pretend to give the additional protection of the flagman

to trains operating under the block system, but they don't do it, and according to the report of the Interstate Commerce Commission are not expected to, so when we read of the next great rear-end collision, where the flagman failed to protect the rear of his train in block signal territory, we may just conclude that he was doing all that was expected of him, thus putting it all up to the engineer to read the block signals correctly, and take his chances, along with the rest of the crew and the passengers, if he, or the signal, fails.

How does that policy of train management line up with Safety First?

Wanted—A. Man

"Never was there a greater need than at the present time for a few great constructive railroad geniuses, men of empire vision, who have the power to see ahead and have the daring and ability to prepare for the coming years. Railroad transportation has broken down, coal mines are operated only to a limited extent because of lack of cars, fuel will be desperately short this winter, billions of dollars of capital and credit are tied up because of the inability of the railroads to deliver goods on time, and the whole food situation grows alarmingly serious because even the food that we produce cannot be promptly delivered, and the losses due to delay in transportation destroy the farmers' profit.

"Is there not among the officials in Washington or the railroad men of the day some man who can rise to the heights demanded in bringing success out of this situation, and do it very rapidly?"—*Manufacturers' Record*.

The foregoing statement of the *Manufacturers' Record* is right, for there never was a time in the history of this country when there was a more urgent need of a great man, or perhaps a number of great men, having the "empire vision," the energy and withal that impelling spirit of self-sacrifice needed to correct our present economic conditions.

We have many men who have the necessary vision, who know just what is needed to bring about this desired change, but who will not make the sacrifice required to undertake a task that is well nigh hopeless. Lincoln's task

of freeing the slave was nothing compared to that of freeing the people from the organized economic system that is gripping them. Besides, Lincoln had the North to back him, where would the modern Moses, who we now need so badly to lead us out of the wilderness of economic confusion, get the needed support to back him in any great reform movement?

The public press and the platform orators flatter the people by their frequent reference to the force of public opinion; but what does public opinion amount to when it has no voice? When that opinion is cunningly shaped by the public press, the agent of every class who do not desire the reform needed to put our country on a substantial economic basis? The present system has created a vast army of millionaires and a much greater number of near millionaires during the past few years. These do not want change and will use every means of money and organized effort to prevent a change. With even congressional all State and Federal legislation necessary to do that, and with their cooperation of the public press added, it is hard to see any relief for the unorganized common people who still have a trust in faith in the force of the ballot, which is also made ineffective for good by them by the influence of the public press, which distorts facts and shapes public opinion to suit those who are willing and able to pay the price of doing so.

There is no relief in sight just now. The "big man," or the "big men," who have the "empire vision" have also good sense to know the hopelessness of opposing organized capital in this country at the present time, as it is too entrenched to be moved by public sentiment, and we have not yet reached the stage of national discontent that would lead to the employment of more force means to bring about the desired change.

Delegates and visitors to the G. I. convention will find the headquarters of the Committee of Arrangements in Room 136, B. of L. E. Building. They should register there and receive their badge. All convention mail will be found there. Any members expecting mail should inquire there.

W. S. STONE, G. C. I.

Railroad Bunk Room Echoes

The scene of this story is laid in a road terminal "bunk house." Who invented the name had a correct idea of the fitness of things, for if the average railroad bunk house is anything, it is bunk. The touching incident we will refer to here took place some time during a very bitter cold winter night. Yours truly was just recovering from the depressing effect of several long successive trips and was awake, awaiting the call and struggling against fate it would not come in spring weather had set in. The house contained 16 cots, with about a dozen weary railroad men, many of the boomer type, who come and go in the rush and have no place for permanent quarters; in fact, there is nothing permanent that applies to the average boomer unless it is to be eternal rest at standard pay for a change of base every other pay. But, as I was saying, while waiting for the caller, the quiet of the place, a room full of snoring railroad men in various stages of recuperation may be called quiet, was disturbed by the entrance of an overgrown lad, the kind that come in from the back counties. He had a grip and several untidy bundles of clothes, which distinguished him from the regular boomer, who is too crowded to be encumbered with baggage, and he closed the door softly behind him, which further attested to his lack of familiarity with such surroundings, as they become more noisy as they go on. Then he stood for a moment, as if he got used to the light and got his bearings, and finally made for an empty cot where he deposited his luggage with an air of one who didn't care if he ever used them again, and with that tired way that only the fellow who has been through the railroad mill can understand, he half sat, half sank down upon the cot with a sigh of general relief.

Just then a husky voice from the other end of the room said, "Hello Lem, is that you?" At that the newcomer looked up a bit, much the same as a terrier when he hears "rats," and replied, "It sure is, what's left, say; who in the dickens be you?" "Be Dick Nevall, kin it? Darned ain't; how long you ben here, Dick,

and what you doin'?" "I'm firin', Lem, what you doin'?" "Firin'; I ben heer about three weeks all told. One week learnin' an' two weeks on 'pay. How do I like it, Dick? Oh, 'twouldn't be so bad if the engines would only steam." "Who ye ben firin' fer, Lem? That makes a big difference, you know." "Well, I don't know who I ben firin' for, but I know I ben firin' all rite fer sum guys that don't know a thing. I had one feller one nite an' we were goin' along an' the steam was goin' back, but I was doin' my best to fire her all I could, so darned if he didn't up an say, 'Don't giv' her so much coal,' an' she still goin' back. Whadda ye think o' that?" No reply from the corner. "But that ain't all, fer one night it was rainin' an' when we stopped, the engineer sez to me, 'Son, while I get my orders you better grease your jacket,' so I took off this leather jacket I got an' when he come back I wuz greasin' it about rite, an' he commenced to laff an' sez, 'Fer the love o' Mike, whatinell you doin'?' just like that, after he just tellin' me. Now ain't that the limit? An' when you kin keep steam thay won't let you, fer every time an engine gets hot they keep a-puttin' on the injector, I guess that's what they call it, and that knocks the steam down again. I sed to one feller, like this, 'Is it necessary to put that injector on so much?' an' he sez, 'Do you want me to blow her up?' And Dick, I was so doggone tired I jes' up an' sed, 'I don't giv' a constantinople if you do.' An' whatta ye think he dun? Why, he jes' laffed. Them engineer guys is either laffin' er swearin' all the time. How do you like it, Dick?" No answer. "Oh, Dick!" No reply, but loud snores from the corner. "Well, I'll be darned," said Lem, as he stretched his weary form, shoes, clothes and all, on the cot and soon joined in the chorus, while I resumed my listening for the coming of the caller on that cruel winter night, with that same feeling, I imagine, of a condemned murderer awaiting the coming of the jailer to lead him to his doom.

J. K.

Working Overtime

The railroad official invited the stern citizen to communicate his troubles.

"I want you to give orders," demanded the visitor, "that the engineer of

the express which passes through Elm Grove at 11:55 be restrained from blowing his whistle on Sunday morning."

"Impossible!" exploded the official. "What prompts you to make such a ridiculous request?"

"Well, you see," explained the citizen, in an undertone, "our pastor preaches until he hears the whistle blow, and that confounded express was 20 minutes late last Sunday."

Some Great Americans

WHAT SEQUOYAH, THE TRULY BIG CHEROKEE, DID FOR HIS PEOPLE

In his address in dedication of the Sequoyah statue in the statuary hall of the Capitol building, Washington, D. C., on June 6, 1917, Senator Robert L. Owen of Oklahoma said:

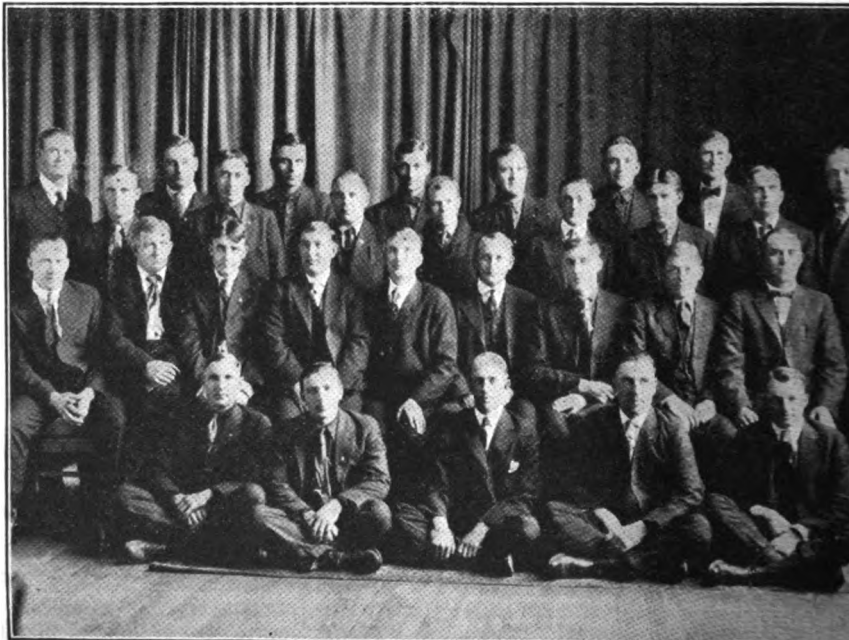
"In this National Statuary hall, containing the statues of the great men and women of the various States of the Union, Oklahoma presents to the United States this heroic statue of one of her most honored sons, Sequoyah, a native American, a Cherokee Indian, who was every inch a man and worthy to repre-

sent Oklahoma in the capitol of Nation.

"Sequoyah had courage, generous perseverance, great industry, a wonderful intelligence, and, best of all, a desire to serve his fellow men. No one ever rendered a nobler or a better service to his people than did Sequoyah, who out of his heaven-born genius was able to invent a syllabic alphabet of characters, with which a Cherokee might learn to read and write the Cherokee language within a day."

The story of the Cherokees is one of deep interest to every lover of native Indians and their history and culture. Once a great tribe of the Iroquois, they lived in northern Georgia and neighboring hilly regions. But they were driven out by the whites and came to Oklahoma. Careful students deduce from them to have been "the most enlightened of the Indian people of America." Of his race Sequoyah is said to have been the finest example. Furthermore, he holds a position unique among the great characters of any race.

Sequoyah couldn't read English. Perhaps it was this, coupled with the fact that he saw his people must experiment to learn the language, which made Sequoyah determine to invent an alphabet.



Class of Candidates Initiated in Div. 88, North Platte, Nebraska, November 27, 1920

his tongue. He worked hard for years. As Senator Owen says, "It tired, therefore, the most persistent, unrelenting purpose that would not consent to any denial, an inflexible resolute patient thought, day after day and week after week, but his triumph was complete—a triumph of courage, determined purpose, and continued intense effort."

Employing the letters of the English alphabet and of the Greek alphabet, inventing other letters of his own, Sequoyah gave to each a syllabic meaning in Cherokee. With these 86 symbols each a syllable, except the letter 'y' every Cherokee word could be written.

What a great accomplishment was this Sequoyah's that when Canon Kinsley came to name the great red cedars of California—which tower as high as 400 feet into the air—he gave to them the name of "Sequoias," because they are named after the greatest native North American Indian,—Mark Stuyvesant, *Cleveland Plain Dealer*.

Who Was It Who Said

He smote the rock of the national finances, and abundant revenue gushed forth. He touched the dead corpse of public credit, and it sprang upon its feet.

These words are part of a eulogy written on Alexander Hamilton, the great financial mind of the Revolutionary War, by one of the greatest orators America has produced, Daniel Webster. The quotation is typical of the utterances of the great speaker. It is polished in its rhetoric, and in addition it has so many eulogies that abound in figures of speech are not—it is the work of a great writer. The words are accurate, for Alexander Hamilton was a man who did discover the finances for the new republic, and he deserves honor for making American public credit a something in the eyes of the rest of the world.

Daniel Webster was born in the year 1766 at Salisbury, N. H. He received his education at Dartmouth College, where he trained himself for the legal profession. Upon his graduation he was admitted to the bar for Suffolk County. His political debut of this great

statesman was made in the year 1813, when he was elected to Congress on the Federalist ticket from his native State. From that period forward Daniel Webster took an active part in the political activities of his State and Nation and soon became distinguished as a public speaker. It is said of him that no public speaker of his time could excel him in his hold upon an audience.

In 1827 Webster was sent to the United States Senate, and in 1836 and again in 1848 he was an unsuccessful candidate for the presidency. His defeat can be largely attributed to the same cause as the defeat of numerous other great men in the history of the United States—he was so well known as a speaker, and his opinions were so freely and so widely quoted, that he earned for himself the enmity of powerful groups throughout the electorate.

Webster later served as secretary of state under President Harrison. He died in 1852.

Dr. Steinmetz Says Cities Will be Fireless

Dr. Charles A. Steinmetz, the electrical wizard, believes that in the not far distant period it will be illegal to build a fire in the limits of cities and that they will be smokeless and dustless.

"Although we are absolutely dependent on our electricity today, we have still only begun to use it," says Dr. Steinmetz. "Its use in the home is one example of the field which is just beginning to be opened. The time will come, and before very long, when all the labor in the home will be done by electricity."

"In the city, present methods of manufacture will be replaced with electrical methods. The present city, with its dust and smoke, will be unknown. It will be against the law to have a fire in the city limits. Life will then be worth living in cities."

"The great achievement of the nineteenth century was the development of transportation facilities. That made man as entirely independent of his immediate surroundings as he has been dependent on them 100 years previous. And yet in transportation we have not nearly utilized electricity to its fullest possibility."

Wrecking a Runaway Engine

A TELEGRAPH OPERATOR'S STORY

After all, we way-station telegraph operators are not without our little bits of romance occasionally, and I think I can show that we are not entirely without a certain amount of responsibility; but it is seldom if ever recognized, unless one of our number by carelessness suddenly plunges a train into destruction by failing to deliver or understand orders.

The time of which I write was one pleasant afternoon in autumn, the 22d day of September, 1876, and as the occurrence has made a deep and vivid impression on my mind, I cannot forget the day, which was Friday.

At the time I had been an agent and operator on the — Railroad a little while over two months. The line was directly through parts of Indiana and Illinois, and some of the stations had no telegraph office, consequently the order distance was somewhat lengthy; and there was but one office between mine and Cowans, 12 miles west.

On this day I was quietly puffing my meerschaum in the large bay window of my office, and wishing for something to relieve the monotony, when the operator at Cowans called the train dispatcher, and said an engine had sprung her throttle with 140 pounds of steam, and gone east, while the fireman had gone to lunch, and the engineer, who was oiling around, had no time to get on.

All was as still as death for a minute, when the dispatcher began to call G, the only office between mine and Cowans; for fully five minutes he called him, using the signal "23," which means death, but still no answer, and still the monotonous click of the armature; presently he answered in a dazed, hurried manner, and when asked about the engine, said it had passed there at a fearful rate of speed at 14 minutes past 4, with no person visible.

It was only six miles more to me, and an excursion was on its way west with a heavy load of tired excursionists, and had actually left a station only eight miles east of me, the first telegraph office, at two minutes past 4.

The dispatcher called me furiously, and being at hand and expectant, I answered him immediately. When he

said "Turn your switch and w engine No. 11, going east wild," I replied quickly, "I cannot without indemnity order"; and after a consultation with the superintendent as I afterwards learned, he went along with an order, whose unusual wording roused many a lazy "b-sounder" from a doze. It was like

"To Operator: Wreck wild t No. 11 at your eastern switch ga save collision. Company will de and uphold you. D. R. E."

I immediately returned my "13 understanding, received my "cor at 4:18 p.m., and turned to look at the engine, when although the conversation between myself and the patcher had consumed but four minutes, I saw her coming at the grand rate of speed I ever witnessed, snatching my order, I ran to the switch gate, about 150 feet, and when I unlocked and thrown the rail, the ironing monster was about 100 feet away. I had my watch in my hand, and stepped quickly back out of harm's way, and at exactly 20 minutes past 4 she came over, and such an unearthly crash as I hope I may never see or hear again.

The dirt and stones flew 50 feet into the air; the engine turned clear and stopped on her side, pushing a splinter of the cab on the whistle valve, and there she lay a seething, hissing, screeching mass of rubbish.

But above the din and rattle I heard one wild, despairing shriek for help, when I could get close enough to hear anything, I found what, had it not been for the face, would never have been recognized as a man in the crushed, bleeding mass of flesh that lay upon one huge driver; but the face was marked out a scar, and by that was recognized as an escaped madman who, it seemed, had climbed on the engine at Cowans unobserved, and, pulling the throttle open, had started on a wild, awful race to the gate of death.

When the excursion came up, 10 minutes later, they said they found me standing by the engine, gazing at the bloody driver and at the written order, still tightly clasped in my hands.

I was unconscious of everything but the fact that I had obeyed orders, and had thereby taken a life. The verdict of the coroner's jury was as follows:

e, the jury, find that Albert Long
e to his death by being crushed be-
th a locomotive which was wrecked
J. L. B., an operator on the —
ilroad, according to the order of D.
B., his superintendent and superior
cer. And we find further, that no
me can be attached to said J. L. B.,
R. B., or the said railway company,
the engine was wrecked to save a
ge excursion train, and said Albert
ng, being a madman, was on the
ine in direct opposition to the com-
y's orders."

have that order and a copy of the
dict side by side in my diary, where
y shall always remain.—*Iowa State*
Register.

Would Destroy the Brotherhoods

Some of the big dailies in the United
ates are demanding that labor unions
ome incorporated under the law so
to make them financially responsible
the acts of their members, if they
on strike as some have done in the
ent labor troubles on the railroads
d some of the industries. The propo-
ion is absolutely without foundation
common sense, or common law, or
nmon honesty, for the purpose is not
prevent members of a labor union
m violating the rules of these organ-
tions, rather to disrupt them, to
eak them down financially so they
ald no longer exist. That is all there
to it. To break up the Brotherhoods
s been the haunting dream of many
n misguided over-ambitious railroad of-
ficial. It has become an obsession with
ne. They lie awake nights trying to
vise plans by which it could be done.
ey pretend to believe that if that
re possible the world would be a
uch better place to live in, for them
least. We don't intend to let them
ve the matter a trial just to prove it,
t the situation reminds me of one
at came to my notice some years ago.
On a certain trunk line railroad, a
ngle track road, by the way, the cry
the officers, which was of course
hoed by the employees, was that
arcity of power was the great handi-
p to the proper handling of the traffic
at came to the road from the various
eders. "If we only had more en-
nes, what couldn't we do?" they would
y. Well, it so happened that in a
ake-up of officers a new president

came to the line who gave the operating
management a free hand to get all the
power it thought necessary to do the
wonders promised, so it seemed they
bought, or leased, every available loco-
motive within a radius of a thousand
miles and went to it. But they didn't
go very far until they had that single
track road so full of cars and engines
that they couldn't move traffic either
way, so the president, taking in the
situation, decided that to prevent the
road's dying of acute indigestion it
would be necessary to unload about 50
per cent of the power, which was done,
and nobody ever heard any more com-
plaint on that line after that about the
need of more power.

And so it is with those people who
have been planning for the destruction
of the Brotherhoods. They have be-
come obsessed with that desire without
considering the consequences, and if
they have any common sense whatever,
or can read signs as plain as a circus
poster, they must now see in the lesson
of the recent strike that the greatest
stabilizing force for industry and gov-
ernment today are the very Brother-
hoods they would destroy. J. K.

Buffalo Bill

In the passing of Buffalo Bill we
lost a national character. He was,
second to no man, typical of America.

Will Cody was an infallible shot. And
with buffalo roaming the plains in large
herds it was not unusual for him to kill
20 or 30 in one hunt. One day he was
offered a contract for \$500 a month to
supply all the meat for the employees
of the Kansas Pacific Railroad.

One of the railroad men got up this
jingle about him:

Buffalo Bill, Buffalo Bill,
Never missed, and never will;
Always aims and shoots to kill,
And the comp'ny pays his buffalo bill!

And the name has lived.

Join Now

The Plumb Plan League is organized
by the chief executives of all railroad
organizations, farmers' organizations
and others who believe in permanent
public ownership and democracy in the
operation of the railways. All trade
unionists should join the League and
assist. JOIN NOW!

The Possibilities of the Brotherhood Insurance

BY W. E. FUTCH, PRESIDENT B. L. E. INSURANCE

Numbers of letters are being received at the Home office and by the editor of our JOURNAL, suggesting that many things be done with and to our Insurance Association, too numerous to undertake to answer in this way through the columns of the JOURNAL.

However, we are constrained to say that we will, in future, be loath to encourage the adoption of any new plans or features because of the apparent complete failure of four out of five



BRO. W. E. FUTCH
President, B. L. E. Insurance

plans or features recommended to or authorized by our last convention. Notwithstanding the fact that these features had been suggested by resolution and letters for a number of years and we had come to the conclusion that it was probable that the membership of the Brotherhood was ready to take advantage of these classes of protection.

It has been suggested to us that we have a plan where members from 50 up to 65 years of age could take out and carry insurance, the same to be payable at the age of 70 years. Such is pos-

sible in our Association, providing a large enough number would avail themselves of it.

It has been repeatedly suggested that our present life insurance be made payable at 70 years of age. This is possible.

It has been suggested that we have a Twenty-Year Endowment insurance. *This is not possible.*

In fact, any class of insurance or protection against death, accident or sickness for any period of years, that does not promise any benefits from the certificate for PHYSICAL DISABILITY under 70 years of age, can be furnished through your own Association at absolute cost, which will be much cheaper than it could be obtained by a locomotive engineer anywhere else, providing a sufficient number of our members are ready for, want and will avail themselves of any features that a convention may authorize your officers to provide for you.

However, basing the following statement on what the records of our Association actually show, we are prone to believe that only a small percentage of the membership give serious enough consideration to protecting those dependent upon them. To back up this statement, we ask you to turn to the monthly report made by your Association in the JOURNAL and glance at the figures under the heading "Statement of Membership," and you will ascertain that the statement for January, as shown in the March JOURNAL, shows that out of 84,020 certificate holders only 5443 carry \$4500 insurance, and only 23,572 carry \$3000, leaving the large number of 56,000 carrying only the minimum amount of \$1500, which means that it appears that approximately 66 per cent of our members, in so far as insurance in our Association is concerned, have made arrangements to take care of the doctor, the undertaker, the preacher, the grocer and the landlord only; thus, in their generosity they are relieving the widow and orphans of any worry as to those above mentioned parties, that they may start out without him unhampered with the costs of respectfully burying him and paying any obligations that he might have incurred for them in his life-time. Whereas, that should only be the beginning in his preparation for protecting his loved ones peradventure he is taken away from them.

e assure you that the officers of Association realize that we are to serve you, and the wideness of field of usefulness and that of your association is without limit in enabling to protect yourselves and those dependent upon you, and if you do not use is your fault and not ours.

Of course, any class or kind of provision costs money. Benefits cannot be given without your paying for them, there is where the shoe pinches. If we are given to indulging ourselves and those dependent upon us in many of the luxuries of life that we have not enough left to make provision for our dependents, at least we do so; whereas, we should reverse the order and first carry enough provision for ourselves and those dependent upon us to make us or them independent when certain contingencies arise, and after that has been done, if there is more than enough left for the necessities of life, we might participate in luxuries.

Any other action than above outlined is nothing short of a sin. The Bible tells us, *"He who provides not for his own has denied the faith and is worse than an infidel."*

Just read a few lines from a letter on my desk now from a widow of one of our recently deceased members, "I left a widow with a large family, I have six children."

In conclusion, I again reiterate that the possibilities of our Insurance Association are all but limitless.

W. E. FURCH, President.

Capital Had to Expose Its Hand

The sudden ending of the Interchurch World Movement for want of the money originally pledged by Capital to carry on its work, exposes the off-color methods Capital will employ to cover up its own meanness.

And the Movement been a fake, mere rotten up to mislead the public as to the real cause of industrial unrest in the United States, it would have been financially financed by the interests and has claimed a wonderful undertaking by a hired press. But it was not a fake. It was rather an undertaking prompted by clean, serious-minded men who believed the peace and prosperity of the American people were threatened by the conditions in industry that

should be corrected, and it was the absolute sincerity of those active in the work of ferreting out those conditions and the fear of the exposure that would result which caused those upon whose shoulders the guilt rested, to withdraw the financial support they had pledged to the Movement.

But the work of the investigators was not by any means a failure, even though they were compelled to cease their labors temporarily for lack of funds pledged by Big Business, for that very reason was in itself equivalent to an admission of guilt of the latter.

Capital is clever, is powerful, and though it stalled the Interchurch World Movement, it had to expose its dirty hand in doing it.

Efficiency

The president of one of the big Eastern railroads last year started an efficiency campaign on his system. He figured out a plan of bonuses and promotion for the men who had shown capability and promptness and energy in the discharge of their duties. To him was brought the name of one employee who in 22 years of service had never been late, had never been reprimanded for inattention. Highly pleased, the president sent for the model to come to headquarters to be questioned, complimented and finally rewarded.

Next day the paragon was shown into the chief's office. He proved to be a shaggy-headed, middle-aged individual in rough clothing.

"I've heard splendid things about your record," said the great man. "Now tell me, just what are your duties?"

"Well, sir," stated the visitor, "it's my job to stay on the platform out here at Holidayville and every time a train pulls into the station I walk along her and rap on all the wheels with a hammer. I've been doing that stiddy ever since I went to work fur the road."

"In the name of heaven, what do you do that for?" demanded the astonished president.

The efficient one scratched his head.

"Boss," he answered truthfully, "I'm dam' ef I know."—*Saturday Evening Post.*

BOOST THE PLUMB PLAN

A Forgotten Ruler

The powerful nation of Creek Indians, who before the Revolution held sway over the South along the borders of the Gulf and controlled the trade with the Mississippi Valley, was at one time ruled by the son of an ancient Scotch family, the versatile Alexander McGillivray, who held them under his will and also forced Spain, Great Britain and America to bow to his mandate, and throw gold into his coffers.

McGillivray was a well educated youth, who left the counting house where he was employed in Savannah, Ga., to make himself "emperor" of the Creek Indians, of whom his mother was a half-breed princess.

About 130 years ago McGillivray made a triumphant journey from Little Tallasee through Guilford, Richmond, Fredericksburg and New York to confer with Washington, the first President of the United States, regarding the future of his savage followers.

The influence of McGillivray in his day and the power he exercised can hardly be estimated. The entire trade of the thousands of Indians of the South—of all they had to sell and all they received in return for the produce of the forest—was under McGillivray's control. It was a traffic sought by the traders of all nations bordering on that part of the undeveloped South.

That the classic-read chief profited by this is easily known, or would be if one could recall and examine the books of the old trading house of Pantan & Leslie, with stores and posts everywhere, but with a main depot at Pensacola. It was the private Hudson Bay Co. of the South, and the paths of the hundreds of couriers led always at some time past the doors of the great McGillivray, the silent partner.—*Cleveland Plain Dealer*.

Politeness Pays

Each day a *Chicago Tribune* reporter, on an assignment from his paper, pays \$50 to the politest person he finds on that day's travel.

The other day this reporter called a fake telephone number. The operator, unable to locate any such number, turned the call over to Mrs. Lillian

Pajeau, an information operator. The reporter told her he knew he was right, insisted that the fake number be retained for him, threw brick bouquets at the kind of service he was getting and cursed things in general but the telephone company, of course, in particular. Throughout it all he was given the most courteous treatment, and when he hung up still found the operator's voice with a smile in it.

After that the reporter 'phoned a dozen other numbers, finding many courteous people but none who equaled in patience and good temper the telephone operator. As a result the check of the *Chicago Tribune* went to Mrs. Pajeau that day for her politeness.

By Letter and Number

When one asks: "What kind of man is he?" and the answer is given "He's A No. 1," the definition is complete enough. It is as plain as the nose on a man's face—he's first-class in every particular, worthy of confidence and a possessor of merit.

How "A No. 1" came to be a synonym for excellence is interesting, too. It is a notation in Lloyd's Register, a British shipping guide, and it applies to a ship as being in first-class condition both as to the hull and to the stores aboard the vessel.

The character A is used to denote either new ships or ships that have been restored until they are as good as new. The stores of the vessels are described by the figures 1 or 2; if "1" and sufficiently found," then the figure 1 is used. So, in Britain, A1 indicates a high degree of excellence; over the same thing is expressed by A No. 1.

Just how long ago the term passed into popular speech as it is at present applied, is not known, though Charles Dickens used the figure as early as 1847. A tramp painter known throughout the world over discarded his name for "No. 1," which he painted on every railroad station in this country.—*Exchange*.

Announcement

The Statler Hotel will be headquarters of the Third Triennial Convention

BOOST THE PLUMB PL

Everyday Catch Phrases

Beware of the Greeks when they bring gifts."

The same source which furnished the expression, "The Apple of Discord," was responsible for the saying, "Beware of the Greeks when they bring gifts," meaning a fair present given by a treacherous hand.

Helenes had besieged Troy for many countless months when Odysseus conceived the ruse of offering peace to the Trojans and in token of the fraternal spirit, presented them with a wooden horse, a great work of art and well adapted for monumental purposes.

The Trojans, triumphant and jubilant, spent the succeeding night in revelry; wine flowed freely and festivity took place where but a few hours before the battle had raged.

In the stillness of the night a great rattle forming the belly of the wooden horse was stealthily opened and from its interior descended a score of warriors, who slew the drunken sentinels, opened the gates and led in a flood of Greek warriors, who subdued the Trojan adventurers before the next morning's sun had come up in the East.—*Wendell Plain Dealer.*

Smallest Screw Almost Invisible

The smallest screws in the world, made by watchmakers, are so tiny that they look like dust. An ordinary thimble could hold about 100,000 of them. Some of the smallest are only four one-thousandths of an inch across and can hardly be seen by the naked eye.

In Thirty Years

In 1890 there were but 32 street cars per inhabitant in the country in full year; in 1902 the number was 85; in 1907 it was 85; in 1912, 100; in 1917 it was 109; in 1919 it was 114; in other words, in 1919 the total number of "fares" in the country, divided by the number of men, women and children, averaged 114, this big total resulting largely from the fact that street cars ride back and forth every working day of the year.

OST THE PLUMB PLAN

From Pens to Toothpicks

The most extensive quill toothpick factory in the world is near Paris, where there is an annual product of 30,000,000 quills. The factory was started to make quill pens, but when these went out of general use it was converted into a toothpick mill.

Opportunities of Employers

Because labor was in some cases inclined to exert its power when it held the whip-hand during the war emergency is no reason why employers should now adopt a similar course. Employers ought to take a broader stand. They now have an opportunity for exhibiting a fine, magnanimous, fair spirit. If anything savoring of revenge is done it will create a bitterness which, in turn, will rend the avenger. However, my own conviction, based on my own observation and the reports we receive, is that more and more employers today earnestly desire to do the right thing by their employees, not merely because it pays, but because it is right. I don't, therefore, look for serious trouble in this connection.—John D. Rockefeller, Jr., in *Forbes Magazine* (N. Y.).

A Famous Locomotive

One of the most famous locomotives in the world is old "999," that first drew the Empire State Express, and in May, 1893, pulled down all railroad records by doing 112.5 miles an hour. The engine arrived at the apex of its fame when a popular song was written around it and sung on vaudeville stage under the title, "Here Comes Old Nine-ninety-nine."

Although nearly thirty years in the service of the New York Central, the old locomotive is still doing duty and hauling a light passenger train between Avis and Clearfield. It has been renumbered, and is now known as 1086. There is a movement on foot among the road's officials to have the old locomotive placed on a stand in the center of Grand Central station, New York City, just as soon as the master mechanic announces that it is no longer good motive power for its present work.

THE JOURNAL

Published monthly, 1124 B. of L. E. Building
CLEVELAND, OHIO.

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - Assistant Editor

Address all matter for publication—Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to C. H. SALMONS, S. G. E., 1124 B. of L. E. Building.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to W. B. PRENTER, F. G. E., 1118 B. of L. E. Building. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to W. N. GATTS Co., Managers Advertising, 409 National City Building, Cleveland, O.

THE GARDNER  PRINTING CO.
CLEVELAND, OHIO

APRIL, 1921

The Third Triennial Convention

The third triennial convention of the Brotherhood of Locomotive Engineers will be held in the B. of L. E. Auditorium at Cleveland, Ohio, commencing on May 11 at 9 a. m.

All conventions of the Brotherhood have been important, as each has marked an upward step of its progress, but for several very good reasons the one in May, 1921, will be the most important of its long and eventful history. This is partly due to the fact that the Brotherhood has, by perfecting the organization of a co-operative national bank, entered the field of finance, and with a measure of success, thus far, which promises much in the future, and the coming of the delegates at this time will afford opportunity for them to familiarize themselves with its methods and purposes, so they may return to their homes fully qualified to give it the favorable advertising among the membership throughout the United States and Canada which it so richly deserves.

Another reason why the convention this year is to be an important one is the present unsettled state of affairs regarding the railroad wage question, a situation which will call for the most serious and intelligent consideration on the part of the delegates if a satisfactory solution of that problem is to be arrived at.

There are various other matters relating chiefly to the domestic politics of the Brotherhood which will demand attention and, taken all in all, the triennial convention promises to be an interesting as well as productive one with good results.

The headquarters of the convention will be at the Statler Hotel, but all convention mail should be addressed to T. P. Whelan, Chairman of Committee on Arrangements, Room 136, Engineering Building, Cleveland, Ohio.

The Railroad Situation

American railroads are now passing through the most critical period of their history, and the outcome no man can foresee. But one fact which stands prominently, however, is, that private ownership is doomed. Not that the principle of private ownership is a bad one, but rather the modern practice of it. The railroad owners have learned evidently from recent experience that it is more profitable to use their properties as clubs with which to hold up the Government and the public than to operate them for legitimate profit in the arteries of commerce.

The per capita tax to support the railroads at present is \$60 for each man, woman and child in the country, and yet the private owners declare that they are unable to operate their lines profitably, and even claim they are facing bankruptcy unless financial relief is afforded them, in the way of increased traffic rates or reduced wages of employees. The former is declared to be possible and the latter is very unlikely for labor is alert and is rightly demanding a thorough investigation into the management of the railroads before submitting to wage reductions. Feeling confident such investigation will reveal conditions that will suggest other remedies than a wholesale reduction of wages.

During the war and, in fact, during the whole period of Government control

time when the traffic rates were 40 per cent lower than at present and the railway officials leaning in their swivel chairs, were keeping their hands off and saying, "Let the Government run the railroads," the roads were doing better than at any time since being restored to private control, so much so that in the last few months of Federal control they really made a profit. It was the boast of the private owners, a boast that was widely heralded by pro-railroad agencies including some of our leading newspapers, that the better co-operation of officials and employees under Federal control would restore efficiency and economy of operation to a degree which would solve the railroad problem. What happened? When the roads were returned to their owners in March, 1921, and a guaranty of 6 per cent interest provided by the Transportation Department to provide a profit for the six months' "guaranty period," during which time it was thought the railroads would readjust themselves and make their boasted improvement in efficiency and economy, they made no effort in that direction. They still continued their policy of the wasteful operation which had employed to discredit Federal control until after the Railroad Labor Board increased the wages of the railroad employees, and by such tactics succeeded in getting the Interstate Commerce Commission to grant them even more than they asked for higher traffic rates. As these rates were based upon the cost of operation under the new wage rates, it was generally supposed that the way was paved for a solution of the railway problem. No, the railroads had other axes to grind, for having taken full advantage of the added wage increases to boost their traffic rates, they immediately set to work to reduce the wages to a pre-war basis, and through a most perfect organization among the employers of labor in all the industries, a country-wide business depression has been created, which is calculated to force the wage-earners to accept the proposed wage reductions.

That is the situation we are facing today. A combined effort of practically all the employers of labor to defeat organized labor—"to smash the unions and the Brotherhoods," as the paid press expresses it. To destroy the only

real bulwark now standing between our Government and Bolshevism, if not anarchy.

William G. McAdoo, Senator Cummins and other leaders of thought are right now sounding a warning note that unless the situation improves soon, Government ownership, under the Plumb Plan or some other similar plan, will be the inevitable result. Nor do they or the public in general regard that possibility in the light of a calamity, as formerly, but rather as a logical means of eliminating what is fast becoming an intolerable situation to the American people.

It may also be possible that Government ownership may be just what the railroads are planning, for they may regard it as a pretty good business turnover to sell a lot of old junk to Uncle Sam for twenty billions of dollars, which is conservatively estimated to be not worth more than half that amount. And don't forget that the railroads usually get what they want. But they may get Government ownership whether they want it or not, for with claiming that nothing short of a return to the pre-war wage will save them from bankruptcy, and the now thoroughly organized employees in a defiant attitude and fully prepared for any emergency, it looks like a case of the Government settling the question by taking the whole job out of the hands of the railroads.

The railroads have been doing some wonderful financial juggling of late, and they may have some more tricks yet to play, but in their eagerness to put them over may overreach, as you know that "the best laid schemes o' mice an' men gang aft a-gley." For reliable evidence of that fact you are respectfully referred to the case of Kaiser William, the former emperor of Germany.

Making Hay

Taking full advantage of an opportunity is usually termed "making hay while the sun shines," but it does not follow that opportunities are always accompanied by sunshine. A case in point is that of the Association of Railway Executives, which body represents the railroads in the United States, and which is right now trying by every means it can employ to reduce the

wages of railroad employees. They do not seek to make hay while the sun shines, but rather while the dark clouds of business depression and consequent non-employment hover above the Nation in a threatening manner.

This Association of Railway Executives, through Mr. W. W. Atterbury, its chairman and spokesman, has openly demanded that the Railroad Labor Board abolish all the national agreements. It also sends broadcast for public consumption the following published statement, which is in the nature of a declaration of principles, as kind of a keynote of the future policy of the railroads toward their employees.

The statement follows:

"What we have been trying to do, and all we have been trying to do, is to get the opportunity to deal with our own employees so as to restore the efficiency of labor on these railroads and if possible avoid non-employment, and defer serious wage reductions."

It is true, as the statement says, that all the railroads are trying to do is to get the opportunity to deal with their own employees, but it is not for the purpose of promoting efficiency, preventing non-employment, or to defer serious wage reductions, for when you couple their expressed desire to "deal with their own employees" with the demand of Mr. Atterbury that the Railroad Labor Board abolish the national agreements, you are forced to believe that the statement is misleading. To abolish the national agreements means to go back to the railroad wages of 1917. The railroads do not contend such a change is justified by any change in economic conditions; the public wouldn't believe that, for it is also still bearing the burden of war prices, the same as the railroad man. It is not to "avoid non-employment," unless the railroads confess that a campaign of enforced non-employment is right now in progress, nor is it to defer serious wage reductions, for the very essence of the movement of the railroads, that of seeking to abolish the national agreements, is to cause a wage reduction, which under present cost of living would be little short of calamity. When war prices of living were mounting higher and higher, with no restriction upon them whatever, the wages of transportation employees were trailing

hopelessly far in the rear, so far the war was over more than a year and a half before the train service employees were able to get a wage commensurate with the cost of living and now, after receiving that rate for a few brief months, the railroads are asking the very men who were last considered in the wage increases to submit to a wholesale reduction of wages.

It is clearly evident by the pretenses of the railroads that they intend to eliminate the Government's interference in the matter of dealing with the employees. They regard the Government as all right in giving the Interstate Commerce Commission power to raise the freight and passenger train rates, but as all wrong when it interferes with the regulation of wages, even though the latter be based upon the former. In short, the railroads want to divorce the Government from labor altogether and leave the workers at the mercy of their employers.

The present general slump in business, largely the result of a concerted movement on the part of the employing class to bring labor to its knees, has gained for its promoters a temporary advantage, but such a policy is merely the sowing of seeds of discontent, when business resumes, as in the nature of things it must, there will be vicious retaliations upon the part of the workers.

The national agreements should be abolished. For the Government to relinquish its place as an arbiter in the contest between the employing class and the employees will only result in industrial and social disturbances, which is the recognized function of government to prevent.

The purpose of Capital is too transparent to mislead anyone; the duty of the Government in the present crisis is equally clear.

Where the Trouble Often Lies

An editorial in the *Railway Review* issue of Feb. 12, discussing the question of cost of train movement, says, "It must be exceedingly provoking to a superintendent, a trainmaster, a train dispatcher or a shipper, to have a train set out along the road because of a minor defect that could have been repaired by the trainmen."

Now, what do you think of this?

at a confession that is, coming from publication which always voices the workers' sentiment on railroad questions. We heartily agree with the conclusions of the editor, however, that it is exceedingly provoking to the superintendent, the trainmaster and the dispatcher, and the shipper; that's where the sham of the safety first movement so many railroads comes in. The employees know how provoking it is to the aforementioned gentlemen, for the reason they are not looking for defects in rolling stock that might cause a derailment, lest they should have to set a car off, causing delay and, what is worse still, provoking the superintendent and the others already named.

As for the repairing of the "minor defects" which the *Review* says could have been repaired by the trainmen, it would be real interesting to know what these are.

The Safety First Committees are saying that train employees are taking many chances with defective equipment for the safety of the employee or profit of the company, while the *Review*, a mouthpiece of the railroads, says there is too much going off of defective equipment. And that there is where the trouble lies, the very reason why the trainmen take chances they do, and which the Safety Committees know they do.

The trouble with so many railroads at each separate branch is absolute selfishness. The motive power department sends out engines unfit and even unsafe, but the business of that department is to supply engines. The transportation department managers become provoked when delays are caused by going off defective cars, as it is its business to move traffic, not set it off, and the business of the Safety Committee is to recommend safety practices regardless of anything else. Of these, the transportation department wields the biggest club, however, and while the employees are permitted to make their little profits for home or public consumption, they must play second fiddles to the transportation department at all times, safety first.

Any Old Port 'n a Storm

The railroads are employing various methods to get organized labor in bad with the public, one of which is a certain type of public speakers who, posing as volunteer champions of the public welfare, are laying stress on the evils of the "closed shop." They claim it is unfair for organized labor to deny the non-union worker to set his own price on his own labor; that to do so is denying him the exercise of his rights under the Constitution, and for a lot of other reasons which these defenders of the non-union workman throw in for good measure, chief among which is the opposition of organized labor to the piecework system which was ended when the Government took control of the railroads during the war.

But the peculiar thing about these hirelings is that they include the train service Brotherhoods in their charge, when the fact is these employees paid, as they practically are, by the mile, are essentially pieceworkers, besides which there is nothing in their contracts that in any way relates to the closed shop principle. The train service employees make no distinction between union and non-union employees, as the shop crafts do; what they contend for is a standard rate of pay for all doing the same work, no more, no less.

The time may come when it will be necessary for the train employees to demand a closed shop to protect their members against the underhanded methods of the railroads who are ceaselessly planning by every means they can invent, from the sowing of religious propaganda within the ranks of labor to the enforcement of unjust discipline from without, to wreck the train service organizations. They have already in operation a system whereby an engineer or conductor who loses his position by a slip of the mind or an error of judgment cannot get employment at his trade anywhere in the country, and that in itself is the best reason why as a matter of protection of its members that Conductors' and Engineers' Brotherhoods may be compelled to contend for the closed shop.

The growth of organization among all workers, as well as the closed shop, is the result of the aggressiveness and unfairness of the employers toward the employees, and the powerful combina-

Announcement

The Statler Hotel will be headquarters of the Third Triennial Convention.

tions of capital which in their plan to break down organized labor are now seeking to eliminate the Government as a factor in the settlement of labor disputes, will merely tend to weld together more closely than ever the forces of labor.

What Will the Harvest Be?

On March 9, the directors of the Pennsylvania Railroad Company adopted a resolution directing the executive officers to issue proper notices to the effect that salaries and wages of officers and employees would be reduced to correspond with general economic conditions. While there is no specific reference made in that order as to whom the reductions will affect, or to what extent, it may be accepted as exempting none, so the conclusion reached is that it is intended to include every officer and employee from the president of the road down.

In the first place, the whole proceeding is in violation of the Railroad Transportation Act of 1920, which was framed to stabilize railroad conditions generally, with due regard for the welfare of the railroads, the public and the railroad employees. The rates of wages were based upon the cost of living at the American standard, and the traffic rates were based upon the cost of operation, of which wages was the chief item, and it would be manifestly as unfair at this time to lower the rate of wages without also lowering the traffic rates as it would be to raise wages without a corresponding increase of traffic rates.

The wage rates and traffic rates are parallels, and their relation to each other is as fixed as the parallel rails in the railroad track, which though there may be variations of grade and curve, must be kept in true gauge or derailment is likely to result.

At this time, when the railroads are apparently trying to kick over the traces of the Transportation Act, a law of their own making, it is interesting to recall the great effort that was made by the framers of the Esch-Cummins bill to include in that act an anti-strike feature. It required all the force that labor could command to prevent that being done, not so much that labor objected to the provisions of the law itself, but, as a matter of principle, it objected to such repressive legisla-

tion which was an insult to the intelligence of, as well as a restriction of constitutional rights of the American workingman. But today we see workmen trying to sustain the law which it was predicted by their enemies they would violate, while railroads, in whose interest and through whose influence the law was framed, are now trying to treat it as "a mere scrap of paper," just as the Kaiser regarded the restrictions of international law when in the first days of World War the German army invaded Belgium. At that time, when he saw or thought he saw, the time ripe for him to gain world domination, the ambitious Kaiser answered the criticism of the world by saying "necessity knows no law," and so do we see the same sentiment shown today in the attitude of the American railroads.

There are times when one is led to wonder if the railroads are really sincere in their apparent efforts to ignore the Transportation Act and browbeat the Railroad Labor Board. It seems too unreasonable. One is led to suspect that the recent efforts of the railroad executives in that direction are merely bluffs. That by standing firm behind the law in defense of the rights of the employees, in mock defiance of their bluffs, the Board is expected to gain the workers' confidence to an extent that will pave the way to their acceptance of any reduction of wages sanctioned by the Railroad Labor Board later.

There is hope, however, in the public statement of Senator Cummins, the father of the Transportation Act and chairman of the Interstate Commerce Commission, that before any general wage reduction will be considered "sweeping investigation" of the management of the railroads since they have been restored to the private owners will be made. He says, further, that "the railroads must find some way to reduce cost of operation without making labor bear all the burden, and failing in this, the roads are headed straight for Government ownership."

The evident eagerness of the railroads to reduce wages now is to take full advantage of the widespread business depression which has forced millions of workers out of employment. With the present comparatively low value of foreign currency and general

able financial conditions in Europe, American manufacturers do not to offer their goods in the foreign markets. This is one of the chief reason for the present slump in business at home, a condition which the roads are desperately trying to combat by at the expense of their employees by reducing wages, not to correspond with the quality or quantity of service, nor the cost of living, but the condition of the labor market, as they themselves continue to hold that was granted to them by the law they now seek to evade. The "sweeping investigation" suggested by Senator Cummins, if honestly and efficiently conducted, will no doubt reveal enough of mismanagement in road operation and duplicity in the handling of railroad finances to show why some railroads are unable to pay a living wage to their employees under present conditions, also why some are on the way to bankruptcy, the labor, particularly the train service Brotherhoods, never so well organized as now, is sitting tight, awaiting the outcome with a wavering confidence in the verdict in its favor, but at the same time ready for any emergency which may arise. What Will the Har-Be?

Wage Reductions and How Engineers Sometimes Help Make Them

The railroads are never at a loss for a reason for demanding wage reductions of their employees. When discussing the case of the shop crafts they point to the reduced output of the workers during the Federal control, were changed from piecework to an hourly wage, justifies it, and they make their demands for wage reductions of train service employees, particularly engineers, on the grounds of excessively low wages earned per month. Now, the work of the engineers in service, they being paid so much per mile run, is purely piecework, and sometimes possible on that account for a man to make a number of miles considerably above what is regarded as a day's time. Too often the men take advantage of that fact, and being encouraged by the railroad officials, make all the mileage they can stand. This is what causes the high peaks of wages which in every controversy between the Brotherhoods and the railroads have

been held up to public gaze as samples of the wages of engineers to control wages of engineers, and too many engineers are blindly or selfishly lending themselves to furnish examples of overpaid employees to the detriment of all others in the service less favorably situated for the time being, and the effect of their selfishness will also react on themselves in the lower wage rate it tends to create.

No, the railroads are never at a loss for a reason for wanting to reduce wages, but if it were not for the Brotherhoods they would do as they did in former years, just make a reduction without any excuse whatever, and you who have not been in the game long enough to know that from experience should take heed of the advice of others who have, and not lend yourself to any scheme of manipulation of wage schedules, that while it may gain for you a temporary financial advantage, is bound to represent a loss in the end, not only a loss of actual dollars earned, but a loss of that honor and self-respect which goes with playing the game according to the rules of fair play and common sense.

Henry Ford on the Railroad Wage Question

Henry Ford is one of the biggest employers of labor in this country, for which very good reason his views on the present wage controversy between the railroads and their employees is worthy of the widest publicity. In a recent interview with a United News staff correspondent, he said the problem of railroad economy will have to be worked out "through the sweat of executive brains, and not through reduction of wages of the railroad employees." Mr. Ford is a railroad owner himself, having recently bought the Detroit, Toledo & Ironton road, and as proof of the waste of present-day railroad management, he says, "we picked up junk along the right-of-way to almost pay the cost of the property."

There is reason to believe that the railroads have learned some lessons themselves by this time. In the light of the merciless publicity of the past few years there has been revealed, chiefly by Glenn Plumb, the promoter of the Plumb Plan, and the railroad man's paper, *Labor*, certain practices in

the operation of railroads which must be corrected if the roads are to remain in the control of the private owners, and the needed reforms will no doubt be forthcoming whenever the owners have exhausted every effort toward securing the readjustment of wages of railroad employees they are now seeking. They know better than anyone else that with the present traffic rates and normal business conditions, the wage rates now paid will not prevent their enjoying an unprecedented harvest of profits, but they will play every card, including some up their sleeves, to reduce the wages of their employees so that the margin between cost of operation and earnings will be as wide as possible.

Whether they succeed in browbeating the U. S. Railroad Labor Board into reducing the wages, which we are inclined to believe is not likely, the wheels of industry, which are right now being purposely held awaiting the action of the Labor Board on that question, will again be made to move with renewed and greater speed than ever to meet the world's demand for American products.

Capital is impatient at the delay. It is eager to get its grain and its merchandise and its machinery into the markets of the world which other nations are now seeking to control, so the railroads must soon settle the wage problem, clean house, eliminate graft and look for profits through efficient and honest management, and, as Mr. Ford is already quoted here, "it must come through the sweat of executive brows, and not through reduction of wages of their employees."

Mr. Ford, himself a capitalist, is the most hated man, by those of his own class, in the country today, simply because he turns the searchlight of his criticism upon present-day off-color methods of Big Business, to expose their rottenness, and proves his right to do so by living strictly up to the higher ideals of which he is such a powerful and consistent and successful champion.

Automatic Train Control Due

That automatic train control is a thing of the near future is becoming more clear as time passes, and every wreck of a passenger train in which the question of correct reading of or opera-

tion of automatic signals is involved hastens the day of its adoption.

It was decidedly noticeable that during Federal control of railroads there were comparatively few wrecks of passenger trains in spite of the close work of the railway executives that period was inefficient. The securing of the greater safety of train movement during that time was in a measure due to the fact that official supervision of the work of the employees was more exacting than usual; that the men engaged in train work were more free to exercise their own judgment; that the pressure was not being nagged for making, so didn't have to take chances when conditions for fast running were unfavorable, as when making, no matter what the weather conditions, was the first consideration of the operating officials under private control.

With the return of the roads to private control we can already see a decrease in the number of train wrecks. It may be merely a coincidence, but knowing so well what the effect of "keying up" the engine and train means to the safety of train operation we cannot but feel that the old "there any old way, but get the job done" principle is again operating with the usual result.

One of the prevailing errors of operating officials of late years is the measuring efficiency of train movement on the basis of train speed. Disappointed superintendents boast of promptness in the time made by trains regardless of weather conditions, and the competition for quick dispatch becomes so important upon the minds of the men operating the trains and the signals and all the chances are sometimes taken that it would not be were the demand for time-making less urgent. That state of affairs has become so general that it demands another link in the chain of train safety, and we see that very present in the automatic train control which has already demonstrated its liability under the most exacting conditions of service.

Announcement

The Statler Hotel will be headquarters of the Third Triennial Conve-

Railroad Strike Under Transportation Act

The first railroad strike since the passage of the Transportation Act took place on March 5, when the 1500 employees of the Atlantic, Birmingham & Florida Railroad struck in protest against a 50 per cent reduction of all wage increases granted since 1917. The strike was first attempted some time before the strike, but the Railway Labor Board declared the action in violation of the Transportation Act and ordered the railroad to rescind its action, but an appeal was made by the railroad to the courts, and Judge Sibley of the Federal Court ordered the reduction put into effect, at the same time placing the railroad in the hands of a receiver.

The employees, through their representatives, presented evidence to show the financial condition of the A. B. & A., which was the excuse made for the wage reduction, was due to its connection with outside interests and not to the failure of the railroad proper, yet the Federal judge ruled against the employees.

The employees of the A. B. & A. had a contract with that company providing that a 30-day notice must be given by either party to it before a change in wages or working conditions could be put into effect, yet this, as well as the provisions of the Transportation Act, were also ignored.

The Pennsylvania Plan

The management of the Pennsylvania Railroad, together with the chosen representatives of its 51,000 train service employees, including conductors, engineers, firemen, trainmen, hostlers, switchmen, have established what is termed "a new system of understanding." It is a plan of organization intended to promote amicable relations between the management and its service employees by adjusting differences without undue friction and to end to strikes by preventing causes for same.

There is no new principle presented in the plan, but it is said to afford opportunity for the men and the management to meet upon more equal terms than formerly.

It is too early to form an opinion as

to the success of the new departure, but an outstanding feature in its favor is that it not only recognizes the right of collective bargaining but is really based upon that very principle. It should not be thought, however, that organized effort of the train service employees as conducted heretofore, has proven a failure, or that the operation of the new plan, no matter how smooth that may be, will dispense with the need of the employees maintaining their various Brotherhoods to their highest degree of efficiency on the Pennsylvania. The very fact of the existence of the new plan is a recognition of the strength of organization of the employees, and though it functions ever so well, there will always be a need for the employees to preserve organization that they may retain their prestige, which will be necessary to hold the scales of justice in proper balance.

"Essential Transportation Service"

The statement has been made by some of our public men who are in close touch with the present movement to reduce wages of railroad workmen, that those employees engaged in what is termed "essential transportation service will not be greatly affected by the contemplated change in wage rates."

This information is not only rather indefinite but lacks the stamp of official authority. It would be the most reasonable thing in the world to think that, however sweeping the wage reduction might be intended, the railroads would proceed with some caution in their work in order not to endanger a stoppage of transportation. They very well know that they have, by their recent practices, notably during the first months of the war, forfeited the confidence of the public to a large extent, and that with the present temper of the people any serious inconvenience it might suffer from a railroad strike might cause a popular demand for a return to Government control, if not Government ownership. There are some people who may think that the Plumb Plan for settling the transportation problem is a dead issue, but they are mistaken, for it is not dead, neither is it sleeping. It is the only feasible plan that has yet been submitted to the people of this country, and whenever the railroads fail to function as the needs of the

country demand, and they are headed in that direction right now, the Plumb Plan may, in its present or in some modified form, be adopted.

So, with this prospect before them, the railroads will proceed with caution in the matter of wage reductions. They will first attend to the shop and track forces, leaving those in train service to believe, by inference at least, that they will not be molested, and then, when the smoke has cleared after the first victory, they will carry on until those who now have faith in the present propaganda of the railway executives will be made to wonder what was meant by the phrase, "essential transportation service," and they may be forced to the conclusion that the presidents, and perhaps the general managers, will be about the only ones included in that select class.

The Porter Wreck

The railroad wreck at Porter, Ind., where passenger trains of the New York Central and the Michigan Central came into collision at an interlocking crossing of those roads, furnishes another striking argument in favor of the adoption of the automatic train control.

Efforts to locate blame for the accident don't mean anything, since they cannot in the least prevent a recurrence of it, for when the "most thorough and searching investigation" is made and the responsibility fixed upon some employee, the fact still remains that the railroads, both of them, are at bottom to blame for not providing means to prevent such wrecks.

No man is infallible. No mechanism that man can make but will fail at times, and this includes all safety signals, whether operated manually or automatically. Railroad men know this only too well. Any engineer of much experience can recall instances where signals pronounced absolutely reliable by the signal company experts and the railroad officials have failed at times, and oftentimes, at that, but of many such instances there is no record save in the memory of those who witnessed them, as nothing serious may have happened. But when circumstances combine in such a way that there is a wreck, particularly of a passenger train, and there are lives lost, then there is the usual "thorough investiga-

tion" and blame fixed, usually upon some engineer, because he cannot prove his innocence to the satisfaction of the signal company and the railroad officials, who employ their combined skill and authority to shift the responsibility for the wreck.

But, after all, it matters little whether it was a signal failure or a man's failure that caused the Porter wreck in which 43 people were killed, a number injured and thousands of dollars' worth of property destroyed, for an important fact remains that unless some provision is made, in the shape of a preventive, a like accident will surely happen again, if not there, some other of the thousands of similar crossings throughout the country.

The automatic control would have made such a wreck impossible. There are several kinds of this safety device which have already passed favorable inspection and received the approval of the Interstate Commerce Commission and are now awaiting adoption by the railroads, but as with the patent trolley, the automatic block signal, the electric headlight, locomotive boiler inspection and other measures of safety for train operation, the automatic train control may not be adopted until forced upon the railroads by legislative action and more is the pity of it, and more is the shame of it.

Safety First Preaching and Practice

There is much space being given lately in various journals to publishing reports of personal injuries of railroad train employees, of which the following is a sample:

"Fireman had arm extended full length out of cab window and struck by a mail crane."

Now, it is all very well to tell firemen that mail cranes do not clear sufficiently for such a practice, but they do not even clear a man leaning out of the cab, but that is not going to prevent similar accidents taking place in the future. The Safety First enthusiasts say the railroad men must think safety at all times to avoid dangers that beset their path, but would it not be better to eliminate some of these dangers, such as mail cranes that don't clear a man leaning out of the cab window? There are numerous other cases of which this is a sample, al-

are supposed to be avoided by
 on the part of the employees,
 very few recommendations that
 dangerous conditions be eliminated.
 reman may read reports of mail
 accidents every day for a month,
 if when going along in the night
 engineer asks him to see if there is
 t box on his side, he is immediately
 ing for the box, mail crane or no
 crane.

Safety First is all right as a princi-
 but to be of the most practical
 there must be a certain degree of
 tice in the line of accident preven-
 by the railroads along with the
 amount of preaching that is being
 to get the fullest measure of suc-
 for all concerned.

Strike on Mexican Railways Ended

AT CIRCULAR, BROTHERHOOD OF LOCO-
 MOTIVE ENGINEERS AND ORDER OF RAIL-
 WAY CONDUCTORS

Cleveland, Ohio, March 9, 1921.

All Divisions and Members:

Dear Sirs and Brothers: Referring
 circulars issued in April, 1912, an-
 nouncing that a legal strike had been
 instituted by the members of the B. of
 E. and the O. R. C. on the National
 Railways of Mexico, April 17, 1912.

Coming to the unsettled and unstable
 conditions which have existed in the
 Republic of Mexico almost continuously
 since April, 1912, and for other reasons,
 we have not deemed it advisable to
 "pull off" this strike, but upon informa-
 tion received which indicates that rea-
 sonably stable conditions now exist in
 the Republic, and upon other grounds
 which we deem sufficient, we hereby
 announce this strike ended, and all mem-
 bers will accordingly be at liberty to
 resume service with the National Rail-
 ways of Mexico if they desire to do so.

Yours fraternally,

W. S. STONE,

Grand Chief Engineer, B. of L. E.

L. E. SHEPPARD,

President, O. R. C.

Announcement

The Statler Hotel will be headquar-
 ters of the Third Triennial Convention.

THE PLUMB PLAN

The Plumb Plan a Solution of the Railroad Problem

Before an audience composed of the
 student body of Yale University, Glenn
 E. Plumb recently discussed the ques-
 tion of industrial democracy as applied
 to rail transportation. Mr. Plumb ex-
 pressed the opinion that Government
 ownership was the solution of the prob-
 lem and presented good reasons to sus-
 tain his contention. Not only did the
 logic of his argument weigh in favor
 of Government ownership, but the pres-
 ent confused state of affairs of the
 railroads, so apparent to every one of
 his hearers, furnished convincing proof
 to sustain his charge that private own-
 ership was right now digging its own
 grave.

We had hoped against hope that the
 Transportation Act would serve to
 stabilize wage conditions until some-
 thing better was substituted, but our
 faith received some rude shocks when
 we saw the railroad executives making
 wage reductions in open defiance of
 that law, and supported in their action
 by the federal court, as on the A. B. &
 A. Railroad, where employees are out
 on strike at the present time. The
 Erie, Pennsylvania and some other
 lines also openly disregarded the law,
 but avoided an issue with their em-
 ployees, evidently regarding it the part
 of wisdom to first "try it out on the
 dog," the A. B. & A.

The present trend of railroad affairs
 doesn't afford much hope for an early
 peace, but there is this about it, and
 it is not without a measure of encourage-
 ment, that the greater the confusion
 created now, the sooner must a remedy
 be found. There is a pretty well
 grounded opinion among some of our
 leading statesmen, as well as a rapidly
 growing public sentiment, that we are
 nearing that stage in our national de-
 velopment when the railroads must be
 run for the benefit of public service
 and not solely for private profit, and
 though that, or any other policy, will
 not be perfect, the fact is it should be
 an easy matter to improve upon the
 present one, and the Plumb Plan surely
 offers the best solution of this most
 vexing problem.

Since writing the above on the eve
 of going to press, report comes from
 Washington, D. C., that Mr. S. Davies
 Warfield, president of the National As-
 sociation of Owners of Railroad Se-

curities, says: *"The railroads of the country have outgrown the system under which they are at present operating, and I believe that unless intensive economical methods are adopted, there is no alternative but Government operation, followed by Government ownership, although the country has given overwhelming evidence of being opposed to it."*

To Delegates to Third Triennial Convention

For your information, I will advise that in a letter bearing date of March 15, from Bro. P. Kilduff, General Chairman on the Rock Island System, we are advised that the management on that line of road will, upon proper request from the manager or other proper official of a railroad, issue transportation to delegates attending the third triennial convention. W. S. STONE, G. C. E.

The Human Equation

When discussing railroading in any of its various branches it is always conceded that, however perfect the system or the mechanism or other factors, the ultimate measure of success must depend chiefly on the human equation, which means the loyalty and efficiency of the employees in the particular branch considered. That is true of every department employing the most skilled workmen down to the commonest kind of laborer, but is especially so of the department of transportation, as there, more than anywhere else, the men are left to the exercise of their own judgment, and upon their own honor more than in any other branch of the service.

That being so one would expect the railroad company to seek to cultivate a high standard of loyalty in the employees engaged in that department of work, yet we find the opposite to be generally the case, and the fact is evident in many ways.

A great general has wisely said that an army of soldiers fights on its stomach, adding that the general who wishes to preserve the fighting strength of his forces must see that his army is properly fed. If that is true of the man in military uniform it is just as much so in the case of the man in

overalls, and even more so, for latter is more often left to his initiative in the performance of duties than is the soldier. But how we find that truth applied in the handling of the industrial army? An engine crew may be called anywhere for an hour and a half down to thirty minutes to go out on a 16 hour trip in mid-winter. If at some away from home terminal the men must take whatever quantity of food they can afford to buy, and whatever quality the fellow who runs the restaurant—if we call it by such a dignified name—can afford to provide. You may believe the morale of the engine crew is rather low ebb when they get on the engine to prepare for the long grind of 16 hours, and the conditions they find there in the shape of a cab as full of steam as a laundry and as full of dirt as a city dump, do not tend to improve their frame of mind and the full knowledge that the trip throughout will be one to test their physical endurance rather than their mechanical skill breeds a spirit of resentment in the men—only human—breasts that will not stand such things like efficiency and economy seem like a grim joke to them. They will be little if any regard for the refinements at any time during the long hopeless grind before them and like so many more trips they have made before under like conditions will be a failure because of the company's neglect to recognize the importance of the human equation. J.

When Big Business Had to Have a Doctor

When Henry Ford announced some years ago that the minimum rate of pay of his employees would be \$6 per day, Big Business said he was crazy and would surely go to the wall, but didn't.

When more recently Mr. Ford raised the minimum wage rate of his employees to \$8 per day, Big Business took up and took notice again, but when still later took the initiative in the reconstruction movement by reducing the cost of his output 30 per cent, without changing the minimum rate of pay of his employees, the shock was so great that Big Business had to have the doctor.

| |
|-------|
| LINKS |
|-------|

A Highly Interesting Event

at engineers are usually good fellows and are usually in good temper. A well fed, was plainly shown at a banquet held in B. of L. E. Div.

The occasion was marked by the presence of Assistant Grand Vice President Mrs. John Maine of Toronto, accompanied by Bro. John Maine. Sister Maine inaugurated the J. J. Scully Division at Chapleau in 1915, and this was her first visit for inspection. She expressed her pleasure to learn the progress the Division had made on inspecting the books was amazed at the extent of the charitable work it had done. Mrs. George Young, President of the Division, presided.

There were a great many engineers in attendance. Among the numerous interesting features of the occasion was the introduction of the Assistant Vice President by Sister Ericson, Vice President, which was attended by a flower girl, each member wearing a pink carnation.

A telegram expressing regret for his inability to attend was received from J. J. Scully, general superintendent, Ontario District, C. P. Railway.

The entertainment included songs, musical selections, recitations and athletic drills, including a penny drill for Widows' and Orphans' Fund, the total of \$17.81 being collected.

Interesting surprises were the gifts to the Grand Vice President and the local Vice President and an address by the Secretary, Sister W. R. McAdam, in presenting a gift of money to Sister J. Maine, Canadian Vice President, Grand International Auxiliary to the B. of L. E.

Sister Maine gracefully expressed surprise and gratitude for the gift and the kindly sentiment which prompted the action of the members. Mrs. George Young was also the recipient of a very handsome gold and pearl sun-umbrella and chain, presented by Sister A. Carmichael in a fitting address. Chief Engineer W. J. Evans having expressed the welcome of the B. of L. E. to the Grand Vice President, Mrs. Maine, a lady responded with a most interesting address in which she outlined the social and charitable work of the B. of L. E., also expressing her regret at

Superintendent J. J. Scully's inability to attend, as on a previous occasion he had spoken so highly of his engineers, who, he said, were engaged on one of the hardest divisions for railroading.

A sumptuous banquet followed in honor of the esteemed guest, at which toasts were given, chief among which was the toast to the King by the President and that of Chief W. J. Evans in which he eulogized the work of the G. I. A.

Mrs. Robert Hopper contributed to the cheer of the occasion with a humorous speech that was well received. Mrs. W. R. McAdam toasted the B. of L. E. in a humorous vein and was ably responded to by Local Chairman McAdam, who impressed those present with the importance of better attendance at Division meetings and an improved spirit of co-operation generally, and to be ever on guard against propaganda of any nature that might creep into their ranks to do their cause injury, also expressing the thanks of the Brothers for the entertainment and all the Sisters had done for them. A toast proposed by Mrs. Leight in honor of our honored guest, Mrs. Maine, it being her birthday, to which Sister Maine ably responded, was an interesting feature of the occasion.

A toast to the visitors was given by Mrs. Erickson and responded to by Mrs. Briant of Schreiber.

Engineers J. Harris and W. Card honored the toast to the ladies, after which dancing was indulged in to the early hours.

The artists contributing to the musical program were Mrs. T. Rose, Mrs. Downey, Mrs. John McKee, C. Schroeder, F. Hands, Mildred Stanley, Mrs. P. Wedge, Winnie Nixon and Quentin Erickson.

MEMBER.

Notes from Decatur, Ill.

On the evening of Feb. 23 the Ladies' Auxiliary of Twentieth Century Div. 252 gave the best dance of the season, which was also profitable in a financial way. They are now planning for their State convention in September, at which time there will be held a State convention of all B. of L. E. Divisions also.

J. W. KNOWLTON, Div. 155.

BOOST THE PLUMB PLAN

Brother Engineer Honored

On Saturday, Feb. 12, Bro. Charles T. McCarthy of Div. 140 was presented with a handsome gold fob and emblematic charm by his brother engineers on the New Orleans terminal of the L. & N. Railroad. They sought through this medium to express their appreciation of his untiring efforts in their behalf as Terminal Chairman. The presentation was made by Bro. John Vaughan, who spoke feelingly of the esteem in which Brother McCarthy is held by his co-workers. Brother Vaughan expressed the wish that Brother McCarthy would long be associated with them and that health, wealth and prosperity would always be his.

MEMBER DIV. 140.

Another Record Breaking Class Initiated in Div. 88

Div. 88 wanted to be a 100 per cent B. of L. E. Division, so with that object in view and to comply with Grand Chief Stone's request "to get a new member," Div. 88 started another drive. As Bro. Jim McNeill had proved so good in the drive last spring, he was again made captain of the Second District team and Bro. W. B. Brown captain of the Third District team. They were told to select their assistants and report results. They worked the main line and the branches, and at the meeting on Nov. 8 made their report, showing 32 applications. The Division set Nov. 29 for the class to be initiated, with a banquet in the evening, and on the date set 27 applicants presented themselves for initiation. Bro. C. E. Hayes gave the obligation to the candidates, after which the captains of the teams and new members in the lead, all marched to the banquet hall, where 130 sat down to the well-filled tables. When the cigars came along all were in a perfect mood for the talks that followed. Bro. Ira Bare as toastmaster, in introducing the different speakers, related some anecdote in connection with their railroad experience. Mayor Strutz got his experience when he was a druggist and heard the engineers talk railroad. Miss Anna Kramph as clerk in the district foreman's office and now assistant cashier in the bank where all collections of the members of Div. 88 are made, also had some real railroad experience.

Trainmaster Shelver talked on cost of modern locomotives and gear train equipment. Brothers Hayes and Tracy made short talks also. The program was furnished by the Harmony Orchestra and selections were rendered by Misses Arnold and Munger. The thanks of the Division were extended to wives and daughters of the engineers who prepared and served the banquet that helped make the occasion so enjoyable, and all went home feeling they had a delightful afternoon and evening.

JOHN

Bro. L. A. Smith, Div. 86, Promoted

Bro. L. A. Smith of Div. 86, Moberly, Mo., of the Wabash Railway and the past several years Local Chairman of Div. 86, has been promoted to the position of traveling engineer, headquarters at Moberly.

Brother Smith was a very untiring worker in the interest of the B. of L. E. and lost many hours' rest and pleasure in trying to better conditions for the Brotherhood. We are sorry to lose him as our Local Chairman, though glad to see him better his own condition, and we are confident that it will always be Brother Smith's earnest endeavor to do what is right by the Division and the railroad company.

We all wish him the best of success in his new position.

J. A. MELTON, S.-T. Div. 86.

Initiations in Div. 137.

At a regular meeting of Div. 137, Susquehanna, Pa., held on Jan. 2, a class of eight was installed. There were several other candidates who were unable to attend, so it can be seen that Div. 137 is on the job.

Our General Chairman, Bro. Van Orden, who is not by any means a stranger in Div. 137, was present and made remarks that were both interesting and instructive.

After the meeting the ladies served a splendid supper that was enjoyed by all, and, all in all, the whole affair passed off in a manner to leave the impression that the day was profitably and pleasantly spent.

C. W. ANDERSON,
S.-T. Div. 137.

BOOST THE PLUMB PL

Installation of B. of L. E. Div. 807
and G. I. A. Div. 565

union installation of officers of
807 and Div. 565 was held on Jan.
in the Masonic Hall at Victoria, Va.,
which was very impressive to all Brother-
and Sisters that attended, there
being 18 Sisters and 15 Brothers
present.

The drilling of the ladies in their
part of the ceremony was remarkably
executed, considering that our Sis-
ter Division has only been in existence
for three months. It was very evi-
dent that our helpmates have put in
a strenuous hour perfecting the
part they played in last night's cere-
monies.

After all ceremonies by both Divi-
sions were over, the Ladies' Aid of the
Baptist church served a sumptuous re-
freshment which was fit for a king. During
the refreshments Miss Elsie Duncan, a tal-
ented young lady from Eastern Shore,
rendered several solos on the piano
which were enjoyed by all present.
After refreshments were over, all for-
tunities were laid aside and everybody
enjoyed himself listening to the reg-
ular Chief Engineer, F. J. Keith, who
gave a recitation entitled "Who's Who."
As a grouch eliminator, I will strong-
ly recommend these get-together parties
any time the little glooms make their
appearance.

On behalf of the Sisters and Brothers
present I wish to take advantage of this
opportunity to thank the Ladies' Aid
of the Baptist church and Miss Duncan
for the bottom of our hearts for the
part they played to make this occasion
one that will always be remembered
with pleasure by those present.

FRANK E. BELL,
Road Foreman of Engines.

Barn Dance at Allston, Mass.

The railroad men of Allston, Mass.,
represent a large portion of the
population in that thriving town, ar-
ranged a "barn dance" which came off
on Monday evening, Jan. 31, in Odd
Fellow's Hall. The attendance was
large and the costumes all that could
be wished for, and these with the gen-
eral good spirit shown by all present,
just as the old-fashioned dances that
were enjoyed by all, went a long way
toward making it seem
like a reality instead of an imitation.

Bay State Div. 439, B. of L. E.,
Allston Div. 367, Auxiliary to the B. of
L. E., and Pilgrim Lodge 719, B. of L.
F. & E., took an active part in the
whole affair which was such a complete
social and financial success.

The Sisters of the G. I. A. wore
gingham dresses and sunbonnets, the
latter being made by Sister Bennet,
who also planned the hall decorations.
Prizes were awarded for the best cos-
tumes, as well as for the best dancing.

During intermission a flashlight pic-
ture was taken of the dancers.

The Committee of Arrangements are
deserving of much credit for the per-
fection of their plans, and we hope that
another good social time will follow
soon.

MEMBER DIV. 439.

Pleasant Social Event in G. I. A. Div. 306

Mrs. A. C. Brennecke, President of
World's Fair Div. 306, G. I. A. to the
B. of L. E., asked the members of her
Division to celebrate George Washing-
ton's birthday at her home. Twenty-
one ladies came. The game of "hearts"
was enjoyed with the heart dice and
the following ladies scored highest in
spelling the word "hearts" and won
prizes: Mesdames A. H. Start, T. Mc-
Munn, W. Bowman and C. W. Speck.
Mrs. F. Williams won the consolation
prize. After the game a lovely lunch-
eon was served, all ladies being seated
at one long table. Favors were flags
tied with red, white, light blue and
purple baby ribbons and, on departing,
the hostess presented each guest with
the Auxiliary flower, the pink carnation,
which had been used for decorat-
ing the table, and when the ladies left
they told the hostess that they hoped
she would celebrate George Washing-
ton's birthday again next year. Mrs.
Brennecke's daughter, Mrs. J. B. Town-
send, also delighted the guests with
five or six interesting readings.

ONE OF THE GUESTS.

Joint Installation in Div. 12

On Jan. 2, Div. 18, G. I. A., and Div.
12, B. of L. E., held joint installation
ceremonies. Sister C. F. Somers, In-
stalling Officer, assisted by Sister Fer-
guson, Marshal of the Day; Sister
Cowen, Chaplain; Sister Wagner, Mu-
sician; Div. 11 team, consisting of Sis-
ters Mills, Fullerton, Horning, Grayble

and Rehling, filled their parts in a manner that will not be forgotten by those present, for it surely was a perfect exhibition of the work.

After the installation the ladies again showed their superior ability in doing their part by serving a nice lunch consisting of sandwiches, coffee, ice cream and cake, after which a general good time was enjoyed by all, some of the ladies singing and telling stories, while some of the Brothers played cards, some making fast runs, everyone present being in favor of not waiting for three years to have another good time.

ROBT. E. KELLY, S.-T. Div. 12.

Div. 240 of Sarnia, Ontario, Wide Awake

Div. 240 of Sarnia, Ontario, Canada, is at present rejoicing over the result of a vigorous campaign for increased membership. Prior to November, 1920, there was a lack of interest in the matter of membership. It has been left to the young engineer to make application for membership of his own accord, but the plan did not work out very well. Not every newly promoted man will take the necessary steps to join the B. L. E. of his own accord. He expects the B. L. E. men to invite him to join and use a little persuasion at times, and a whole lot at other times. He is not like a man who is on the outside trying to get in; he is already protected by the B. L. F. & E., and while that organization cannot provide the protection for him as an engineer that we can, it is up to us to convince him of that fact, and that is just what we have been doing of late, and our efforts have brought 15 new members into Div. 240. We are proud of our success and extremely glad to welcome those new Brothers into our Order, and we feel that the addition of new blood into our ranks will stimulate us to renewed effort to the best interests of all concerned.

Organized labor is very active here in politics, as well as in fraternal work, as Bro. George Crawford, who is serving his second term as Chief of Div. 240, was recently elected mayor of the city of Sarnia, with a majority of 300 over the combined votes of his two opposing candidates, both of the latter being prominent citizens.

Yes, Div. 240 has woke up in a way

that is surprising to ourselves must surely be to some of the readers who cannot recall reading very much that it has ever done here to warrant comment, so we hope the shock will affect them seriously, which thought reminds me of a story.

"The teacher was giving a problem in mental arithmetic. Said 'Johnny, suppose your "pa" was to pay your "ma" \$25 today, \$20 tomorrow and \$10 the following day, what would she have, all told?' Johnny replied without the least reflection, that she would just have a fit."

We are pleased with our success especially in our missionary work, and wish to express our thanks for the efficient help of Bro. F. W. Rioux, special organizer for Canada, which enabled us to gain the fifteen new members already mentioned here, and now that we are going right, you may expect to see more in the future of the growth of Div. 240.

JAS. CRAWFORD, S.-T. Div. 240.

Brotherhood of Locomotive Engineers' National Bank Currency

Many requests are coming in for copies of the new National Bank Notes recently issued by the Brotherhood of Locomotive Engineers' Co-Operative National Bank.

This will be the first national bank note ever issued by organized labor. Many many desire them for a souvenir. There will be only one denomination, namely \$5 bills.

In order that the members may secure one of these bills we have adopted the following plan: For everyone who opens a new account and remits money we will open a savings account of \$5 in their name and send them a pocket book, and also will send them one of the new \$5 bills.

If you already have an account with us, desire one of the new bills, it will be mailed to you on receipt of \$5 for the bill and 25 cents to take care of the cost of mailing and clerk hire.

These requests will be handled in the order in which they come in, as promptly as possible. Make your remittance payable either to William B. Prenter, vice president and cashier, or to the Brotherhood of Locomotive Engineers Co-Operative National Bank.

A Smoker in Div. 79

Div. 79 enjoys the proud distinction of being the banner Division on the Pennsylvania System, if not in membership, at least in attendance, which, all, is really the most important, a Division of a million members would be a frost if the attendance was reduced to a bare quorum at every meeting.

We have learned in Div. 79 that there is nothing so fruitful of good results for any Division, particularly in increasing its attendance, than an occasional social time, where all the members in this section can meet and become acquainted, for we usually find it comes to know each other better when we are more worth knowing than when we are not. So in pursuance to our established practice we invited all the divisions here in Columbus, Ohio, to join us to enjoy a "smoker" and special program of entertainment.

The trustees of the B. L. E. Co-operative Building, in which all the Divisions are stockholders, were present and made a most encouraging and timely report of progress, and are now for the legal adviser of the B. L. E. to come to Columbus to sign for the deed of the property turned over to the local Board of Directors of the building.

Bro. Joseph Robe of Div. 36, Newark, Ohio, and chairman of the Ohio Legislative Board was a welcome visitor, and spoke interestingly of the work the Legislative Board was doing, calling attention to the need of being alert to what was going on in the way of legislation concerning the railroad train crew employees, and particularly the engineer.

Bro. A. C. Blainey, special organizer of the Grand Office, was also on hand and entertained in his usual able manner. Brother Blainey has a warm place in his heart for Div. 79, and Div. 79 reciprocates with compound interest. We recall quite distinctly that as late as 1917 Div. 79 was a pretty weak member, and interest in Division work was all that should interest the membership seemed to be at a fixed low tide, it had been so for so long that, a bad habit of long standing, the membership seemed to be incurable, but we got Brother Blainey down here and with the aid from the Division and wholehearted push on the part of Brother

Blainey, our membership grew by leaps and bounds until 69 were added to our membership. Nor was that all, for he instilled a spirit of interest and a desire for progress into us that has not only not died out but is growing more active with each meeting.

In introducing Brother Blainey, our chief, Bro. B. A. Green, paid him a high compliment, by giving him the credit for inducing him to join the B. L. E., by sheer force of argument, and expressed his pleasure at being chief today of the very Division which he was almost forced to join, as a result of the logical arguments presented to him by Brother Blainey. Brother Blainey knows every member of Div. 79 personally, and they know him, and there will always be a hearty welcome for him here in the banner Div. 79, which is to such a large extent a work of his own building.

MEMBER DIV. 79.

A Social Affair in Div. 596

A combined business and social meeting was held from 6 to 8 p. m. in Div. 596 on Sunday, Feb. 13, 16 new members being initiated. This was one of the largest classes of new members ever taken in at one time in this Division, and we have two more to initiate at next meeting. This will make us nearly 100 per cent strong, and considerable over, in winter time. We have at this time of the year about 55 jobs on this division, and with this class of new members initiated it will give us a total membership of 89. Eleven of these are honorary members.

Shortly after 8 p. m. the Chief Engineer, Bro. D. V. Smith, closed the Division in due form and turned the meeting over to the Entertainment Committee, Brothers J. W. Timmons, Wm. H. Wordroff and C. S. Jones. The door was then thrown open and a social meeting held in honor of our veteran engineer, E. M. Chaney, who retired from active service Jan. 1 of this year. We had with us on this occasion several invited guests, including Assistant Superintendent P. S. Lewis, Master Mechanic Philip Stohlberger, Trainmaster Geo. S. Dill, Supervisor D. S. Williams, Road Foreman of Engines Bro. Wm. B. Balthaser, Yardmaster George Madden and Engine Dispatcher N. M. Edwards. Our superintendent, Mr. Turk, was un-

able to attend on account of sickness. We have had several of these social meetings and always invited our officials to be with us. The object is to try and create more amicable relations with our employers, and I believe it is bringing good results, for we have as good a set of officials on the Atlantic City division of the P. & R. as there is on any railroad in the country.

After a selection by the orchestra which was greatly appreciated by the audience, all hands arose and joined in singing "America." Master of Ceremonies Brother Wordroff then introduced Mr. A. Vistor, who rendered several solos, after which Mr. Linden of Audubon took the floor and kept the audience in a continuous uproar of laughter for nearly an hour by his witty sayings and funny stories, after which all hands, led by the committee, proceeded to Hotel Emerson, the dining room of which was tastefully decorated with American flags and bunting. After a selection on the violin and prayer by our Chaplain, Brother Balthaser, everyone enjoyed the bountiful repast. Cigars were then passed around, after which all hands returned to the Division room, where the two big surprises of the evening were sprung. Bro. Wm. B. Balthaser, Chaplain, and also our road foreman of engines, in a very neat speech presented our Chief Engineer, Bro. "Duke" Smith, with a beautiful P. C. badge from the members in honor of the many years of faithful attendance and devotion to our Division. "Duke" was much surprised when Brother Balthaser approached him and pinned the emblem on the lapel of his coat, and in a very neat speech he thanked the Brothers for the badge. Brother Balthaser then, in a very appropriate speech, commented on the long years of faithful service of Bro. E. M. Chaney, who after over 43 years retired from active duty with a clear record. Brother Chaney entered the service of the old narrow gauge railroad in 1878 as a wiper boy and became fireman the next year and was promoted to engineer in 1885. He has for years run one of the flyers between Camden and Atlantic City. Brother Balthaser called the attention of the younger generation of engineers to the fine example set by Brother Chaney, after which, in behalf of the Brothers of the Division, he presented Brother

Chaney with a substantial purse of as a token of their friendship esteem. Brother Chaney was so come that it was several minutes before he could say anything, but he finally thanked the boys of Div. 596 for generosity, told of some of his experiences in railroad work, and with the beautiful words, "God bless you."

Brother Wordroff then called on P. S. Lewis, assistant superintendent who made some very appropriate remarks and gave us the assurance of his hearty co-operation, with a view to better service, and stated that he would have as clear a record as Maurice Chaney has at the end of 40 years' service. Mr. Lewis is a young man and served all through the war in France and was promoted to the rank of major. He closed by telling some of his experiences over there, which were thoroughly enjoyed by all, after which all hands joined in singing "Dear Old Pal of Mine."

The railroad company ran a special train from all outlying points in order that all Brothers could attend the meeting, otherwise a good many would not get there. We were somewhat disappointed in not being able to have all of the Grand Officers with us on this occasion, but Brother Stone told us that it was impossible for one to be here on account of other important business demanding their presence elsewhere.

JAS. W. TIMMONS, S.-T. & I. Div.

Joint Installation B. of L. E. Div. 50 and Div. 50, G. I. A.

On Jan. 12, 1921, a joint installation of officers was held in the R. R. Y. C. A. Hut. The hall was quite comfortably filled, possibly 200, men, ladies and visitors.

Bro. John Stauffer was selected past chief or installing officer and W. D. Bell as master of ceremonies for Div. 327. The officers of Div. 327 were installed in due form and much credit is due the past chief and master of ceremonies for the manner in which they conducted their part of the program.

The meeting was then turned over to the ladies, and, while it has always been known that the ladies were superior to the Brothers in the performance of ritualistic work,

on this occasion so outclassed us that there was no comparison what-. Retiring President Sister J. Cody performed the duty of installing officer Div. 50 and she conducted the services, as it appeared to us, absolutely perfect and without a hitch or break and so impressive that the others will never get through talking about it.

At the conclusion of the installation ceremonies Sister Mosley led the Sisters in a very beautiful drill, also something which made the Brothers sit up and take notice.

Sister Owens, the newly installed president, then presented to Sister J. Cody, in behalf of Div. 50, a very beautiful beaded handbag as a token of appreciation for her good services during her term of office. Sister Cody responded with a very able talk, at times expressing her appreciation for the beautiful gift, then spoke at length of the general success of Div. 50 and her faith for its cause, enthusiasm and perfect harmony. The writer was somewhat curious to learn that there is no perfect harmony among so many women but has no cause to doubt Sister Owens' remarks, for the success of the division shows for itself.

Sister Owens then presented Div. 50 with a very beautiful altar scarf. Brother Hargrave responded with a talk of acceptance and appreciation in return presented Div. 50 with a set of gavels, which was accepted by Sister Owens with some very able remarks of thanks and appreciation.

Sister Turner, Vice President of the G. I. A., who was a guest of honor, favored us with some very brilliant and interesting remarks, in which she explained some of the good features of the G. I. A., also spoke on the in-service features of both organizations, the Highland Park Home and the Sunlight Fund. Her remarks were highly appreciated and accepted with great applause.

The hall was then turned over to the young folks, who enjoyed the entertainment furnished through our chief entertainer, Bro. J. C. Elrod.

So much praise cannot be given to the present officers of Div. 50 for the work they are doing, but we must not overlook the pioneers of the division, i. e., Sisters White, Cooper,

Spinks, and several others whom the writer cannot recall at present, who no doubt had hard struggles in the pioneer days to bring the Division where it stands today.

A REGULAR VISITOR.

An Enjoyable Time in Div. 170

Wellsville Div. 170 held a smoker on Sunday, Jan. 30, 1921, at which we had the pleasure of the presence of Bro. A. C. Blainey of the Grand Office. Nearly 100 members attended, among them Bros. J. B. DeSilvey, Chief of Div. 745, Cleveland, Ohio, Wm. Johnston, D. Coughanour and Chas. Russell, all staunch members, who joined the B. of L. E. in the early 60's. Each in turn gave his experiences of earlier days. Bro. Blainey, who is a very fine speaker, explained all the good features of the Brotherhood, and ably answered a number of questions asked by different members, which was very instructive to all present.

The lunch prepared by the ladies of the G. I. A., and served by the committee, Brothers Rosenbery, Reed, Hunter and Grafton, was up to the minute and thoroughly enjoyed by all.

In addition to this, at our last meeting we initiated seven new members and balloted five others, and there are more prospects in sight. We aim to bring every available engineer into the B. L. E.

Through the untiring efforts of our efficient secretary, Bro. R. A. McMullin, quite a number of our members have recently joined the Pension Association and taken indemnity features of the Brotherhood, also accident insurance. We are all looking forward to a prosperous year in Div. 170.

D. W. DAVIDSON, C. E.

First Joint Banquet and Square Dance
Held by B. L. E. Div. 376 and G. I. A.
Div. 498

On Thursday evening, Jan. 13, B. L. E. Div. 376 and G. I. A. Div. 498, a newly organized Division, held their first joint banquet and dance in Engine Company No. 2 Hall. More than 250 attended same; the great hall was fittingly decorated for the occasion and at 7:30 the Brothers and Sisters commenced to gather. At 8 o'clock the waltzing commenced and lasted until

9:30, when all present sat down to one of the finest banquets prepared by members of Div. 498. After everybody had feasted, dancing was in order. They started with the old-time square dance, and it did one's heart good to watch the old engineers trying to make themselves believe they were just as young as they used to be, and at 1 o'clock everybody went home well satisfied it was the most enjoyable night they had ever spent, all wishing for another such event in the near future.

Bro. Harry Reinhimer, chairman of the committee, was ably assisted by Bros. T. Rohrbach, G. Rehrig, H. Foster and F. Weigner; while Sister F. Reinhimer, chairman, and Sister J. Ritter, president of Div. 489, were assisted by Sisters C. Rohrbach, M. Laury, L. Rehrig and M. Oswald. Other Sisters and Brothers gave valuable service to both committees, so that the arrangements were complete.

Div. 498 is a newly organized Division of 48 members, of which Division 376 B. L. E. is very proud, and let me tell you they are up to date in conducting a social affair. While you probably have never heard of Div. 376, we are still among the living and in a prosperous condition, as our records will show. We have increased from 60 members to 107 members in the last year and are still getting members.

LEROY RITTER, S.-T. Div. 376.

Auxiliary Div. 267 and B. of L. E. Div. 499 Hold Joint Installation

The G. I. A. to the B. of L. E. Div. 267 and B. of L. E. Div. 499 held a joint installation on Thursday, the 13th, which was a most enjoyable affair.

The engineers met in the hall at 2 p.m. and at 3 o'clock declared a recess and turned the hall over to the G. I. A. At 4 o'clock the ladies invited the men to the hall and installed their officers-elect. The complete ceremony was used and the work went through in absolutely perfect order. Every one present enjoyed the beautiful floor work and the ladies received many compliments for the way it was put on. The Past President, Sister Parker, acted as installing officer and Sister Sweet as marshal.

During the ceremony the Past President, Sister Parker, was presented with

a beautiful bouquet from the President, Sister Saunders, who succeeded herself, this being her second year as President of the Division here. Sister Parker presented Sister Saunders a cut glass jelly dish as a mark of esteem and in remembrance of the year of successful labor together. Sister VanDyke, who has filled the place of Chaplain for five years and was one of the few remaining charter members of Summit of the Rockies 267, was remembered by the Division with a set of beautiful cut glass table-cloth. Sister Miller was remembered in the same way for her efficient service as Guide for the past three years.

After the G. I. A. had finished work, the hall was turned over to the B. of L. E., who installed their officers. The ladies then left the hall and the B. of L. E. was called to order. The session continued till called to the lower hall by the ladies, who had a real supper waiting. About 150 seats at the tables.

After supper the tables were moved and the evening was spent in dancing, cards and a general good time. Miss Vivian Shutt, daughter of Mr. Si Shutt, sang for us twice during the evening. Miss Shutt has a very pretty voice and her songs were very enjoyed by all present. She was accompanied by Miss Bernice (daughter of Bro. Ed Olson, and Mr. W. Ashford, member of the B. of L. E. & E., who furnished the music for the evening. Mr. Ashford is a fine violinist and the music left nothing to be desired.

The two Orders entertained as guests at the banquet and evening were Mr. Mechanic A. J. Halliday and wife, Traveling Engineer Harry Sharer and Mrs. Sharer. We also enjoyed the presence of Traveling Engineer B. Pickett of Div. 499 and Sister Parker of Div. 267.

In conclusion let me say that joint entertainments are the best thing in the world to promote the feeling of good fellowship among the members of the two Orders. We look forward to them with keen anticipation of the good time in store and the opportunity of getting better acquainted with the Brothers and Sisters we know by name but really do not know. And as a result of these things I venture to say there is

sion of engineers or G. I. A. Division that has a better understanding members of one big Brotherhood and erhood than Summit of the Rockies 267 and J. R. Van Cleve Div. 499.

L. B. S.

**Ladies of Div. 469 Entertain the
Brothers of Div. 355**

response to an invitation sent out Sunalta Div. 469 of the G. I. A., ary, Alberta, Canada, about 150 ur Sisters, Brothers and friends ated a public installation of the of s of the above Division on Jan. 20, , in the Odd Fellows Temple. And ough the Sisters of Div. 469 bear plendid reputation for entertaining, his occasion they excelled all former ts.

he ladies are to be congratulated the able, efficient and impressive ner in which they installed their ers. A very noticeable feature of installation was the spirit of good wship which was so evident among members. Sister McKay was in- ing officer; Sister Matheson was in- ing marshal; Sister Norton, chap- ; and Sister Fay, musician. They e assisted by twelve other Sisters mplifying the floor work. At the lusion of the ceremony the in- ing officers were presented with uets of pink carnations. An ad- s of thanks to Sister Burke, who een President of Div. 469 for the year, was read by Sister Cotton, a wrist watch was presented by er McGoldrick. President Burke onded with very fitting words of ks.

fter the installation of the officers e of the good talent among the bers of Div. 469 entertained the ering with songs, readings and mu- numbers. At the conclusion of part of the program all were red into the dining room, where a h, for which the committee in ge deserve special mention, was ed. The supper revealed the se- of just why so many of the engi- s at this point are so plump and . After the inner man had been fied, Bro. J. M. Vincent, our Chief neer, thanked the ladies for the yable time they had given us, and e in the highest terms of the cheer-

ful and willing co-operation and as- sistance our Brotherhood has always received from the G. I. A. He also referred to what a factor for good gen- erally they had become in this com- munity. Sister Burke replied, thank- ing all for their presence and words of appreciation. All then joined in sing- ing "What's the Matter with Father" and verses of a number of the old familiar songs.

The past year has been one of real activity in Div. 469. They initiated 22 and there is no doubt these new mem- bers will help in the work that the older members have been carrying on so creditably in the past.

ROBT. J. MCKAY, Ins. Sec., Div. 355.

Chatty News from Toledo, Ohio

Corn City Div. 4, one of the oldest Divisions of our Grand Old Brother- hood, very seldom uses the columns of our JOURNAL to inform the other mem- bers as to what is taking place in To- ledo, Ohio. We are from time to time enjoying the initiation of members into our Division, and sharing the beauties that often go to make up this Grand Old Brotherhood.

We feel that we must at this time unfold to you one of the joys in life that often makes a man feel sad, al- though he may feel glad. The good Sisters of Div. 57, G. I. A., made an alarm at our outer door and stated that they were a delegation from Div. 57, G. I. A., and would like to be ad- mitted, whereupon the Chief Engineer permitted them to enter. Their chair- man carefully unfolded a large package and presented to our Division a beau- tiful Holy Bible, bound in oxford and inscribed in gold upon its covers, the date and by whom presented. The committee of good Sisters made a very good presentation speech, in fact with all the beauties that were unfolded, only recalled the memories of the few old Brothers that were present of what took place 40 years ago, when the wives of these old Brothers gave this Division a huge Bible that has been in contin- uous use upon the altar of the lodge room for all lodges and many thou- sand of members of all crafts have been obligated upon this Holy Bible. Bro. John H. Mack, who has been our secretary-treasurer for his fiftieth

year, was so overcome with emotion that he could not reply to these good Sisters because of the fact that the gift recalled to his mind his departed Brothers who had shared in the similar gift of 40 years ago, in fact it was rather pathetic. But with all this we are indeed grateful to the good Sisters for this beautiful and useful gift, which we shall use exclusively for our own use. This Holy Bible was carefully placed in a special case made for its use and placed away in our locker so other lodges cannot use it.

Public installation was held jointly with the G. I. A. and a very good time was had. Lunch was prepared by the good Sisters and a jolly chatter was heard in all corners of the Division room, after which we all retired to our homes filled with the joys reflected in the cardinal principles of our Grand Old Brotherhood.

ONE WHO WAS THERE.

A Big Time in Decatur, Ill.

It has been customary in past years for the ladies of Century Div. 252, Decatur, Ill., to entertain the Brothers of Div. 155, but this year the order was reversed, and the Brothers entertained the ladies with a dinner at the Eldorado Temple and an entertainment that was enjoyed by all who had the good fortune to attend. While waiting for the refreshments the party was entertained by Mr. Alex Pragg and company, who rendered the "Jewish Wedding," after which all proceeded to the banquet hall to find the tables loaded to the guards with the best the market could afford. Bro. J. N. Edwards, chaplain of Div. 155, said grace before the party was seated, after which all devoted themselves to the work of showing their appreciation of the good things before them. The feast over, Bro. J. W. Knowlton of Div. 155 was called upon to tell the company something of the history of the Brotherhood of Locomotive Engineers, and it proved to be an interesting feature of the program, as there were many present who knew comparatively little about its origin and growth.

Brother Knowlton also gave a brief history of the progress of Div. 155. This Division, he said, was organized

in 1872, and there were but four members of it living who have been members of the Brotherhood for 40 years. These are Bros. John W. Bartholomew, Decatur, Ill.; Robert Zink, Decatur, Ill.; Archie McNeil, Portland, Ore.; Bill Anderson of Richmond, Va. Brother Knowlton has been one of our staunch men in Div. 155 and is a veteran himself, lacking only about a year of having 40 years of continuous membership in the B. L. E. to his credit, and he knew Div. 155 when it was not so prosperous as at present. When, following the '94 trouble, all the Decatur men lost out and the Division itself was on the rocks. At that time when the charter of the Division was to be declared forfeited, Brother Knowlton gave his personal note for the unpaid grand dues, and the Division stayed in Decatur.

Brother Knowlton took occasion to compliment the ladies upon their hearty and efficient co-operation, which, in behalf of the Sisters, Fred Dolson responded as follows:

Brothers, in behalf of the Sisters of the G. I. A. and wives of the L. E., I want to thank the Division for the honor extended us this evening. It is more than a pleasure to us to have the opportunity to meet with the Ladies of L. E. on such an occasion as this, and the committee should receive honors due them for the successful banquet has been. The Brothers and Sisters know it is easy for the head of an organization to appoint a committee and tell them it is up to them to make a success or failure, but we don't like to ask which was done by the committee in this case, which so successfully planned this banquet. Brother Knowlton has just told you what a benefit the G. I. A. has been to the B. of L. E. but he did not tell you what a benefit the B. of L. E. is to the G. I. A. We keep us busy trying to get one another, but they come right back and far exceed us. The G. I. A. went so far as inviting the state convention to Decatur, and we were sure we were one over then, but apparently not. They are now planning for a union meeting at the same time.

An interesting program of entertainment was then provided that was a fitting afterpiece to such a pleasant occasion.

MEMBER Div. 155

Div. 19 Honors Its Retiring Chief

Following the regular meeting of Ladies' Auxiliary of the Brotherhood of Locomotive Engineers at Homington, Ill., Jan. 19, a very pleasant evening was enjoyed by members and their families of the Brotherhood of Locomotive Engineers and the Ladies' Auxiliary. The joint gathering was inspired by a desire for the members of the two organizations to be better acquainted and to further cooperation in their fraternal work, also to honor the retiring Chief Engineer, M. H. Butler, and to express thanks for his loyal and capable services in behalf of Div. 19 for the past three years.

At 6 o'clock a very delightful two-course dinner was served in the dining room by the ladies of the Auxiliary. There were laid for 175 guests.

Immediately following the dinner the members retired to the lodge room, where Chief Engineer Davis opened the evening's program. In a very light and witty address, which was highly appreciated by every one present.

Mr. C. J. Davis presented the retiring Chief Engineer Butler with a chief engineer's badge, a gift from Div. 19, as an expression of love and gratitude for his past services in behalf of the Division. This emblem is the highest honor that can be conferred on a member by a Division, and no one could be more deserving of such honor than this retiring Chief.

Brother Butler responded and proved himself to be an orator of some ability. He spoke at length of the efforts to be derived from the Organization, both morally and financially, and set them before his audience in a clear and thoroughly understandable manner. He urged each member to protect his family against misfortune by making out a substantial insurance policy with the Brotherhood and appealed to the wives to use their influence in urging this protection. He said that each member help support a new bank that has just recently been incorporated in Cleveland, Ohio, the co-operative store right here in our own home town. Mr. Butler closed his address with a stirring appeal to each and every locomotive engineer to join the Brotherhood and to

lend their best efforts to further the cause of the organization. He also appealed to the members of Div. 19 to support and co-operate with the present Chief in their future work, as they had so faithfully helped him in the past.

Brother Childers was then called upon by Chief Engineer Davis to thank the ladies of the Auxiliary for their efforts to help make the evening a success. Brother Childers is an able talker and delivered quite an interesting extemporaneous address, which was greatly appreciated by everyone present. Sister Goodfellow very graciously responded.

A literary and musical program was then rendered by the children of the members of the two Organizations. There was some splendid talent displayed among the little tots present and their efforts were enthusiastically rewarded by encores.

Bro. J. H. Rowland, division secretary, closed the program with a short and forceful address. His straightforward expression of thanks to the members of the Ladies' Auxiliary for the splendid manner in which they had worked to make the first joint meeting of the Brotherhood of Locomotive Engineers and the Ladies' Auxiliary a success and his earnest appeal for the co-operation of the members of both Organizations in the future was received with hearty approval.

After the entertainment dancing and cards were enjoyed until a late hour.

J. H. ROWLAND, S.-T. Div. 19.

Spielman's Book on the Open Shop

Mr. Jean E. Spielman, who is an international representative of the Brewery, Flour, Cereal and Soft Drink Workers of America, has issued a pamphlet in which he tells the story of the long, hard fight against trade unionism, dating back as far as 1830, and the scandalous way the courts have co-operated with capital and the capitalists with each other to defeat the aims of labor.

The pamphlet sells for 15 cents per copy, and may be had by applying to Fred H. Clough, 225 South 5th street, Minneapolis, Minn.

BOOST THE PLUMB PLAN

INSURANCE

A Plea for the Wife

I have been reading of the many changes proposed for our Pension Association. May I not put in a few words for the Brothers to think over? Some good Brother has proposed that the pension of a Brother be, at his death, paid to his wife. I quote Brother Fox: "Why not?" I dare say that in the majority of cases it was the wife who, by constant care, devotion and, in many cases, self-denial, has enabled a Brother to buck up, pay his dues and start the fight again. Sickness, loss of work and dull times—when things looked darkest the loyal wife was there, and I don't hesitate to say that to the loving, true helpmate belongs the credit fully as much as to the Brother himself that the Order we love so well is in the shape it is today. We are justly proud of our Order, our building, our bank, etc., but why not give credit where credit is due? Again I say, give the pension to the wife after the death of the pensioner. This, I know, will cost money, but where there is a will there is a way. I will quote "Uncle Dud": "We turn an old horse out into the pasture in his latter days to enjoy a little rest, why not the man?" I ask, "Why not the wife?" She has earned it fully as much as the husband. Take myself, for example. A few short months ago my pension was at least 10 or 15 years away, in my mind; today I am a pensioner at \$30 per month. Out of this \$30 I pay \$3.50 for pension dues and \$3 B. of L. E. dues. How about the wife? Does this not entail an added care, economy and self-denial on her part, and when the end comes, what? All her interest, all her help, gets nothing but the few dollars coming from my insurance. Is it fair? Now, a few suggestions. Extend the pension of a deceased member to his wife while she remains a widow, or until death; it will in part pay for her interest and help she has given to make us what we are. Will it not be an incentive to gain membership? A Brother knowing his wife will no doubt look at the Pension Association in a different light.

Open the gates again, allow a man who is able according to age to take up the pension. Money must be raised to do this, but a way will be found. Laws

must be made. I would suggest on to the effect that a wife in order to the pension at death of husband must have been his wife at the time he joined the Association, or say, at least years before he became a pensioner.

Now, Brothers, there is going to be a lot of work done at our next convention. Many of our delegates will tend for the first time who will practically have to look to others. Why thresh out the different proposals and suggestions as they appear from time to time in the JOURNAL, also those of the members themselves, and send delegates instructed how to act on these matters, or at least have the understanding of the Division behind them. The active member today is the pensioner of tomorrow, but the helpmate of all our bygone years, the wife, is the mainstay in our old age; then, why leave her that which she has so nobly and truly earned, our pension?

J. J. CASEY, Div. 86

Make Pensions a Little More Liberal

As the Convention times comes near there is a revival of interest in the pension that will come to the delegates and one of these is the improvement of the pension. I note by the monthly report that the reserve fund has been growing rapidly and though it may be twenty years before I can become a pensioner through age, I am of the opinion that the time has arrived when we can safely increase its benefits, not by increasing the amounts paid the pensioners, but by relieving them from the payment of pension dues which amounts to the same thing. The interest earned by the fund plus at 4% would just about do the same thing. The arrangement would not interfere with the continued growth of that fund and the future of the association.

Another recommendation I will mention is that the age limit for applicants be extended to 45 years. The best reason for this is that on some roads men are required to fire as much as fifteen years and even more, so you can see how they could become eligible in the B. of L. E. but be barred from the pension because of the age limit. This will not only tend to discourage the newly promoted men from joining the B. of L. E. but the young blood is the life blood of the organization of this character.

A MEMBER

Insurance Pay Day at 70

the members of our Order that have attained the age of 70 years we might divide into three classes: The ones that have been fortunate enough to acquire enough of this world's goods to make them independent, the ones that have been fortunate enough to have enough to keep them on the common necessities of life without aid from anybody, and the more unfortunate Brothers that are weak and infirm and have hard work to do to get the wolf from the door, and in many cases brought about by circumstances over which they had no control.

In behalf of the latter class I make this appeal. To every one of the old Brothers of either class are indebted for the Organization we have today. These old Brothers, under the leadership of that grand old diplomat, Bro. P. M. Arthur, laid the foundation upon which rests the whole fabric of our Organization. They carried it along in infancy and brought it along to gigantic proportions, and made it assumed a formidable force in the battle front of industrial controversy. Our Grand Chief, P. M. Arthur, was stricken down, and when it was necessary to choose from the membership one to take his place, fate decreed that he be the greatest labor leader the Order has yet produced, our present Grand Chief, Warren S. Stone, who by his able, fearless and tireless methods kept the managers of the railroads in this country looking at their heels for the last 15 years. To these Brothers we owe a debt that we can never repay. As men and Brothers we are bound to feed the hungry, clothe the naked and bind up the wounds of the afflicted and be ever ready to aid the weak, the innocent, the oppressed and the oppressed, and in a member's cause do all that may be demanded by manhood and pledged by fraternity. This being true, may our Order be as boundless as the wants of our old indigent members. Let us give them their insurance that they may enjoy the short remaining span of life. Brother "Uncle Dud" in the January *JOURNAL* outlined a plan whereby the necessary money could be raised, and, for one, am heartily in favor of it. Another Brother in the February *JOURNAL* proposed that we pay their insurance to all Brothers that have attained the age of 75 and been a mem-

ber 50 years. His heart is in the right place, but it don't work fast enough. You could count all such members on the fingers of your hands, and the new members that we are getting today would be taxed to pay for something that they could never enjoy the benefit from, as he would have to be a member at 25 and live to 75, and large power on our railroads has done for the 25-year-old engineer what prohibition has done for booze; they don't make them any more. I would suggest the following plan be tried (if we could get a law passed at this year's convention): Send out a questionnaire to all members 70 years old, to be filled out before a notary and signed by the Chief and Secretary of Insurance, and from these determine the needy ones and pay them first, and when they are paid, pay the next ones in line until they are all paid, and then our extra assessments would cease and we could pay them as fast as they became 70 as well as at death, and we would not see any difference from the present. Come, Brothers, think it over seriously and then if you have anything nice to tell him, just slip it to him now, not put it on his tombstone when he's dead. A. G. PATRICK, Div. 422.

Our Pension

I have been interested in our pension from its start and have read with interest a great many of the different opinions as expressed in the *JOURNAL*, particularly those that dealt with providing a pension for a member's widow and those that suggested ways of reducing the surplus now on hand.

I am very much in favor of a widow's pension and believe we can have one if we are willing to pay for it. My idea is that it should be independent of the present pension plan, as our indemnity insurance is independent of our regular insurance. The policies could be made payable to the widow as long as she lived or remained the member's widow. The rates, no doubt, could be figured out by our officers from information they now have and what they could obtain from other sources.

Several members writing on this subject emphasize the fact that a great many old members marry young wives. I think this could be taken care of by basing the rates not only on the member's age but on his wife's age also, the

younger the wife as compared with the member's age, the higher the rate should be.

I believe we should proceed cautiously in devising any plan to reduce the surplus in our pension treasury. If it is safe to reduce this surplus, I think we should eliminate the collecting of dues from the pensioners first and then if it is safe to reduce further let us increase the pensions, but leave the dues where they are. E. J. STONE, Div. 413.

Let Us Broaden Our Insurance

Seeing so much in the February JOURNAL in regard to our insurance, it makes me feel it is not only my duty but a pleasure to add my opinion, or a suggestion. While the iron is hot is the time to strike. I, too, am in favor of broadening out to reach our needy and worthy Brothers. The endowment plan is O. K., and in full accord with my idea, especially in the article "One Solution of the Big Problem," but, Brothers, don't let us stop there. It is a grand station to be on the line—the final terminal must be farther on. Should I lose an eye, arm or foot, I am still in an earning position. The insurance is granted in full in either of the three mentioned, which is all right, but stop and think how many Brothers who are totally and wholly disabled for life who do not receive one penny of their insurance, and in many cases are thrown on charity.

The railroad man is usually charitable, but we should remember that true charity begins at home; therefore, let us broaden our insurance to reach the members who are unfortunate. Who knows but what the next needy one may be you or me, so let's get together and do something.

I sincerely hope the endowment may be adopted and also that total disability from any cause be added, and while I am writing I would like to say I will never be satisfied until our pension law is amended so as to benefit the widow and orphan, the widow during her lifetime, the orphan until of age.

LOCKE C. ALDRICH, Div. 292.

Opportunity has no advance agents. He calls on you himself, so be ready to whistle off when he comes, and don't ask him to wait till you "oil round," for he won't do it.

A Hopeful Sign

Perhaps the most hopeful sign of the times for the future of organized labor is the generous support receiving from the churches of all nominations. The church never oppose labor combinations, yet interest has been at best only a passive one, but today we find it actively championing the cause of the worker in defiance of the money power.

Committees representing the churches have thoroughly investigated the "shop" and "individual bargaining" theories which capital is striving to engraft into industry, and are freely saying, and are freely saying, that find nothing in either plan to recommend, but much to condemn.

How capital can expect the railroad employees to yield their right to collective bargaining, after the effort required to establish and apply that principle during the 30 years, is not clear, and is just as logical as it would be for the road to discard the modern improvements they have made and go back to the stub switch, the hand brake the link and pin coupler.

The fact of the matter is, labor is not willing to take any such backward step, is not willing to forfeit its inheritance from past generations, with its present organized strength backed up by the moral support of the church, it won't have to.

The fellow who neglects to take enough insurance or join the Pension Association is like the one who starts out on a long run on a time order without oiling around properly. He is continually afraid something will happen that a wedge will stick or an eccentric get hot, and when he gets to the end of the run, if he doesn't break down before that, he is likely to find something impress upon his mind the fact that he made a mistake.

Delegates and visitors to the G. A. convention will find the headquarters of the Committee of Arrangements in Room 136, B. of L. E. Building. They should register there and receive their badge. All convention mail will be found there. Any members expecting mail should inquire there.

W. S. STONE, G. C.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 277-281

SERIES T

OFFICE OF ASSOCIATION, ROOM 1138, B. OF L. E. BLDG.

The Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, April 1, 1921.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$6 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days of date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 185, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 1st of each month. Claims received after that date will lie over until the succeeding month.

| Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Am't of Ins. | To Whom Payable |
|--------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|-------------------------|
| James Honey.... | 51 | 739 | Jan. 14, 1911 | Jan. 23, 1921 | Chronic nephritis.... | \$1500 | Mamie Honey, w. |
| J. C. Green..... | 58 | 271 | Sept. 15, 1894 | Feb. 9, 1921 | Killed..... | 4500 | Isabelle R. Green, w. |
| J. W. Griffith.... | 74 | 525 | Oct. 9, 1882 | Feb. 11, 1921 | Starvation..... | 3000 | Laura E. Griffith, w. |
| L. Donnelly..... | 71 | 41 | Dec. 11, 1898 | Jan. 31, 1921 | Apoplexy..... | 1500 | Emma Donnelly, w. |
| H. E. Lewis..... | 55 | 348 | Dec. 3, 1893 | Feb. 15, 1921 | Lobar pneumonia.... | 1500 | Issabella G. Lewis, w. |
| Andrew C. Yard.. | 47 | 171 | April 7, 1897 | Feb. 13, 1921 | Cerebral hemorrhage | 3000 | Minnie M. Yard, w. |
| Chas. W. Rogers.. | 64 | 47 | April 25, 1899 | Feb. 11, 1921 | Bright's disease.... | 3000 | Stella J. Rogers, w. |
| E. D. Stott..... | 48 | 401 | Aug. 18, 1901 | Feb. 7, 1921 | Killed..... | 4500 | Mattie D. Stott, w. |
| J. E. Sullivan.... | 40 | 182 | April 29, 1909 | Feb. 10, 1921 | Killed..... | 4500 | Bessie L. Sullivan, w. |
| Jas. V. Manz.... | 44 | 868 | Jan. 27, 1919 | Feb. 13, 1921 | Myocarditis..... | 1500 | Anna K. Manz, w. |
| Jos. H. Bartley.. | 84 | 342 | Dec. 29, 1889 | Feb. 18, 1921 | Anemia..... | 3000 | Sarah L. Bartley, w. |
| Jay D. Fox..... | 64 | 615 | Aug. 31, 1905 | Feb. 10, 1921 | Angina pectoris.... | 1500 | June D. Fox, w. |
| Geo. C. Finley.... | 65 | 493 | April 4, 1887 | Feb. 7, 1921 | Killed..... | 1500 | Nellie A. Finley, w. |
| Jas. G. West..... | 72 | 22 | Mar. 15, 1891 | Feb. 10, 1921 | Chronic cystitis.... | 3000 | Lottie A. West, w. |
| Jos. Fillion..... | 42 | 558 | April 1, 1914 | Feb. 16, 1921 | Pulmonary tubercu's | 1500 | Florida G. Fillion, w. |
| Fred. J. Johnson.. | 41 | 855 | Sept. 15, 1909 | Feb. 6, 1921 | Killed..... | 1500 | Mary M. Johnson, w. |
| Wm. H. Ragland.. | 67 | 52 | Jan. 23, 1890 | Feb. 8, 1921 | Apoplexy..... | 3000 | Sarah E. Ragland, w. |
| John H. Dugger.. | 60 | 646 | Mar. 20, 1901 | Feb. 16, 1921 | Cerebral hemorrhage | 1500 | Mrs. A. E. Dugger, w. |
| Harry F. Bertholf | 32 | 203 | April 16, 1913 | Dec. 27, 1920 | Pleuro pneumonia.... | 1500 | Ethel Bertholf, w. |
| Wm. H. Wilcox.... | 70 | 328 | Feb. 11, 1899 | Feb. 17, 1921 | Cerebral hemorrhage | 1500 | Wm. E. Wilcox, s. |
| W. H. North..... | 63 | 176 | Jan. 14, 1884 | Feb. 21, 1921 | Nephritis..... | 3000 | Ida R. North, w. |
| J. S. Johnson..... | 66 | 188 | Apr. 23, 1887 | Feb. 11, 1921 | Valvular he't disease | 3000 | Agnes L. Johnson, w. |
| J. W. Chisholm... | 48 | 745 | Jan. 12, 1889 | Feb. 13, 1921 | Killed..... | 1500 | Esther Chisholm, w. |
| John E. Marks.... | 49 | 565 | Sept. 23, 1902 | Feb. 21, 1921 | Carbuncle on neck... | 1500 | Louise A. Marks, w. |
| W. J. Haufaire.... | 36 | 580 | Feb. 11, 1918 | Feb. 21, 1921 | Addison diseases... | 1500 | Elizabeth Haufaire, w. |
| W. W. Davis..... | 57 | 544 | Nov. 13, 1897 | Feb. 13, 1921 | Cancer..... | 1500 | Jennie Davis, w. |
| Wm. A. Gloyd.... | 60 | 255 | May 6, 1900 | Feb. 23, 1921 | Killed..... | 1500 | Cora A. Gloyd, w. |
| D. L. Linderman... | 72 | 2 | Mar. 6, 1907 | Feb. 23, 1921 | Carcinoma of stom'ch | 4500 | M. J. Linderman, d. |
| W. J. Seymour.... | 59 | 426 | May 1, 1895 | Feb. 1, 1921 | Inflammatory rheu'm | 1500 | Joseph's Seymour, w. |
| Elig West..... | 71 | 806 | Dec. 3, 1896 | Feb. 10, 1921 | Cystitis..... | 1500 | Sarah E. West, w. |
| Pat M. Casey.... | 48 | 437 | Feb. 6, 1904 | Feb. 23, 1921 | Lobar pneumonia.... | 2250 | Luke J. Casey, b. |
| R. H. Powell..... | 62 | 161 | Oct. 10, 1903 | Feb. 16, 1921 | Cancer of tongue.... | 750 | Mary J. Powell, w. |
| W. W. Manor..... | 55 | 113 | May 23, 1897 | Feb. 23, 1921 | Left leg amputated.. | 1500 | Self. |
| Chas. A. Wilson... | 55 | 11 | July 18, 1894 | Feb. 17, 1921 | Intestinal obstructi'n | 3000 | Eva Wilson, w. |
| Elas. B. Taitt.... | 57 | 338 | Dec. 28, 1913 | Feb. 27, 1921 | Pernicious anemia... | 1500 | Martha A. Taitt, w. |
| Elmer Gartley... | 35 | 790 | Sept. 3, 1913 | Feb. 19, 1921 | Illumina. gas pois'ng | 1500 | Isabelle Gartley, w. |
| Wm. Mays..... | 67 | 177 | Jan. 30, 1888 | Feb. 23, 1921 | Killed..... | 3000 | Jennie L. Mays, w. |
| Wm. Baigh..... | 84 | 104 | July 3, 1889 | Feb. 23, 1921 | Prostatitis..... | 1500 | Son, dau. & grand'c'n |
| Wm. Chestnut.... | 57 | 309 | Oct. 10, 1910 | Jan. 22, 1921 | Tuberculosis..... | 1500 | Annie T. St. Claire, c. |
| Ray F. Eveland... | 36 | 516 | Feb. 9, 1913 | Feb. 19, 1921 | Killed..... | 1500 | Eva Eveland, w. |
| Eugene Hatch.... | 77 | 199 | June 18, 1885 | Nov. 2, 1920 | Chronic myocarditis. | 3000 | Elizabeth Hatch, exx. |
| John W. Ayers... | 47 | 670 | June 19, 1903 | Mar. 1, 1921 | Cancer of app'dix.... | 3000 | Sarah Ayers, w. |
| Laur'ce L. Allison | 44 | 614 | Feb. 17, 1907 | Feb. 13, 1921 | Peritonitis..... | 1500 | Eliza Allison, m. |
| Sam M. Fenton... | 51 | 250 | Apr. 24, 1918 | Dec. 17, 1920 | Pneumonia..... | 1500 | Katie M. Fenton, w. |
| P. Murphy..... | 54 | 404 | Oct. 28, 1906 | Feb. 15, 1921 | Operation for goiter. | 3000 | Marg't J. Murphy, w. |
| J. M. Farnsworth.. | 57 | 284 | May 16, 1901 | Feb. 11, 1921 | Pneumonia..... | 3000 | Mollie Farnsworth, w. |
| Samuel Noland... | 42 | 640 | Mar. 4, 1911 | Mar. 2, 1921 | Lobar pneumonia.... | 1500 | Mary Noland, w. |
| Geo. Pearson..... | 36 | 124 | Oct. 23, 1912 | Feb. 25, 1921 | Killed..... | 1500 | Anna Pearson, w. |
| Albert H. Shekey | 73 | 96 | Dec. 11, 1896 | Feb. 13, 1921 | Pulmonary oedema... | 1500 | Mary B. Shekey, w. |
| Wm. J. Line..... | 56 | 730 | Feb. 25, 1895 | Mar. 2, 1921 | Killed..... | 3000 | Rose L. Line, w. |
| B. E. Smith..... | 49 | 580 | May 28, 1911 | Mar. 4, 1921 | Carcinoma of st'mch | 1500 | Bertha Smith, w. |
| G. G. Corrigan... | 56 | 8 | July 19, 1910 | Feb. 19, 1921 | Aortic insufficiency.. | 1500 | Mary Corrigan, d. |
| J. J. Patterson... | 66 | 66 | Jan. 19, 1902 | Feb. 26, 1921 | Carcinoma of intest's | 1500 | Bertha Patterson, w. |
| W. Bostwick..... | 62 | 380 | Feb. 23, 1908 | Feb. 14, 1921 | Arteriosclerosis..... | 1500 | Louise Bostwick, w. |
| T. Collins..... | 36 | 316 | July 19, 1919 | Feb. 14, 1921 | Streptococcus men'g | 1500 | Ellen Collins, m. |
| A. Kenney..... | 45 | 365 | July 20, 1909 | Jan. 24, 1921 | Right arm amputated | 3000 | Self. |

| No. of Asst | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Am't of Ins. | To Whom Payable |
|-------------|--------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|--------------------|
| 233 | J. F. Riley..... | 53 | 38 | Apr. 25, 1906 | Mar. 4, 1921 | Cardiac dilatation..... | \$1500 | Margaret Riley, v. |
| 234 | Adam Errett..... | 58 | 454 | July 12, 1898 | Feb. 28, 1921 | Apoplexy..... | 1500 | Essie Errett, w. |
| 235 | Wall'e Herriman | 64 | 527 | Sept. 29, 1899 | Feb. 9, 1921 | Killed..... | 1500 | Susie Herriman, |
| 236 | Gordon K. Cecil. | 63 | 734 | Dec. 29, 1902 | Feb. 19, 1921 | Pulmonary hemorrh'e | 3000 | Augusta Cecil, w. |
| 237 | Wm. H. Moxley.... | 47 | 97 | May 1, 1910 | Feb. 27, 1921 | Apoplexy..... | 1500 | Amanda Moxley, |
| 238 | Wm. L. Wright.... | 55 | 425 | Jan. 6, 1902 | Jan. 8, 1921 | Lobar pneumonia.... | 1500 | Levina E. Wright |
| 239 | Jas. L. Anderson | 62 | 101 | Mar. 3, 1902 | Feb. 25, 1921 | Locomotor ataxia.... | 1500 | Cather'e Anderson |
| 240 | Richard Jewell... | 45 | 77 | Oct. 18, 1903 | Mar. 2, 1921 | Cerebral hemorrhage | 1500 | Margaret Jewell, |
| 241 | W. H. Schwering... | 56 | 20 | Sept. 20, 1892 | Mar. 2, 1921 | Cirrhosis of liver.... | 3000 | Lizzie Schwering |
| 242 | Robt. Heaney..... | 51 | 5 | Aug. 27, 1901 | Feb. 11, 1921 | Dilatation of heart... | 1500 | Emma T. Heaney |
| 243 | J. W. Powe, s..... | 52 | 833 | Oct. 2, 1902 | Feb. 5, 1921 | Arteriosclerosis.... | 1500 | Mary Lane, s. |
| 244 | John Van Sant.... | 63 | 53 | Feb. 23, 1903 | Feb. 23, 1921 | Prostatic hypertro'y. | 1500 | Florence Van San |
| 245 | T. E. Fox..... | 43 | 769 | Mar. 17, 1914 | Feb. 1, 1921 | Lobar pneumonia.... | 1500 | Children. |
| 246 | Claus Johnson.... | 56 | 248 | Oct. 16, 1910 | Feb. 27, 1921 | Killed..... | 1500 | Amalia Johnson |
| 247 | R. D. Dickey..... | 33 | 177 | Mar. 21, 1919 | Feb. 22, 1921 | Killed..... | 3000 | Mary E. Dickey, |
| 248 | Frederic Murch... | 70 | 70 | Mar. 28, 1881 | Jan. 3, 1921 | Nervous exhauston... | 3000 | Catherine Murch |
| 249 | D. R. Bell..... | 36 | 865 | Feb. 15, 1909 | Jan. 24, 1921 | Killed..... | 1500 | Jas. P. Lefoe, u. |
| 250 | Geo. M. Carr..... | 61 | 97 | June 26, 1905 | Jan. 30, 1920 | Blind right eye..... | 1500 | Self. |
| 251 | Andrew Ospring... | 62 | 25 | May 22, 1885 | Feb. 13, 1921 | Pneumonia..... | 4500 | Wife and childre |
| 252 | John Welch..... | 53 | 386 | Oct. 18, 1903 | Feb. 6, 1921 | Endocarditis..... | 1500 | Bridget Welch, r |
| 253 | Thos. Davies..... | 53 | 715 | Aug. 1, 1904 | Feb. 6, 1921 | Myocarditis..... | 3000 | Wife and childre |
| 254 | Geo. F. Hays..... | 51 | 182 | Dec. 14, 1905 | Feb. 10, 1921 | Right arm amputa'd. | 3000 | Self. |
| 255 | L. L. Clark..... | 54 | 620 | Apr. 9, 1900 | Feb. 11, 1921 | Diabetes mellitus.... | 4500 | Wife and daught |
| 256 | G. A. Brown..... | 60 | 197 | Mar. 25, 1901 | Feb. 12, 1921 | Cardiac decompos'n | 3000 | Daughters. |
| 257 | L. A. H. Wessel... | 41 | 340 | June 12, 1906 | Feb. 14, 1921 | Pulmonary hemorrh'e | 3000 | Louise C. Wesse |
| 258 | J. A. Witkop..... | 56 | 286 | Nov. 1, 1908 | Feb. 14, 1921 | Heart disease..... | 1500 | Magaret Witkop |
| 259 | Francis Paquet... | 60 | 388 | Nov. 20, 1891 | Feb. 18, 1921 | Right arm amputa'd | 3000 | Self. |
| 260 | Robt. J. Mackall. | 43 | 745 | June 9, 1907 | Feb. 19, 1921 | Pleuro-pneumonia.... | 1500 | Myrtle C. Macka |
| 261 | R. G. Clay..... | 66 | 364 | June 7, 1898 | Feb. 22, 1921 | Angina pectoris.... | 3000 | Ella A. Clay, w. |
| 262 | J. W. McGraw.... | 63 | 650 | July 29, 1890 | Feb. 23, 1921 | Killed..... | 1500 | Mrs. J. W. McGra |
| 263 | C. Anderson..... | 69 | 179 | Nov. 26, 1892 | Feb. 23, 1921 | Myocarditis..... | 3000 | Martha Anderso |
| 264 | R. G. Walker..... | 53 | 386 | Dec. 31, 1916 | Feb. 25, 1921 | Carcinoma of esoph's | 1500 | Jennie Walker, |
| 265 | D. F. Andrews.... | 71 | 182 | Oct. 26, 1891 | Feb. 25, 1921 | Prostatitis..... | 3000 | Ada M. Andrew |
| 266 | A. L. Vaughn.... | 70 | 182 | Oct. 1, 1881 | Feb. 27, 1921 | Apoplexy..... | 4500 | Clemmie Vaughn |
| 267 | P. J. Nolan..... | 57 | 619 | Dec. 1, 1898 | Feb. 28, 1921 | Acute endocarditis... | 750 | Mary Nolan, w. |
| 268 | R. C. L. Martin... | 73 | 546 | Nov. 12, 1895 | Mar. 1, 1921 | Pneumonia..... | 3000 | Daughters. |
| 269 | L. G. Hill..... | 36 | 299 | Aug. 20, 1920 | Mar. 2, 1921 | Cancer of throat.... | 1500 | Emma A. Hill, r |
| 270 | H. B. Wilmot.... | 73 | 103 | May 6, 1891 | Mar. 2, 1921 | Hemorrhage of brain | 4500 | Z. M. Wilmot, d |
| 271 | Jas. C. Brooks.... | 40 | 29 | Dec. 16, 1912 | Mar. 3, 1921 | Left arm amputated. | 3000 | Self. |
| 272 | F. J. Otterson.... | 48 | 439 | Dec. 13, 1908 | Mar. 3, 1921 | Pneumonia..... | 1500 | Lottie M. Otters |
| 273 | W. A. Langsdale | 41 | 646 | Mar. 19, 1912 | Mar. 4, 1921 | Pneumonia..... | 3000 | Benetter Morga |
| 274 | J. J. Hannen..... | 55 | 426 | Sept. 29, 1902 | Mar. 6, 1921 | Cardiovascular dis'e. | 1500 | Josephine Han |
| 275 | Geo. F. Hardy.... | 49 | 591 | Mar. 24, 1902 | Mar. 6, 1921 | Killed..... | 4500 | Louise Hardy, v. |
| 276 | Wm. H. Glines.... | 66 | 601 | Nov. 22, 1903 | Mar. 9, 1921 | Acute indigestion... | 1500 | Christina Gline |
| 277 | P. W. Snook..... | 55 | 550 | Oct. 29, 1899 | Mar. 10, 1921 | Locomotor ataxia.... | 3000 | Mary C. Snook, |
| 278 | Theo. Aubertin... | 41 | 258 | June 7, 1908 | Mar. 11, 1921 | Pulmonary tubercu's | 1500 | Malvina Aubert |
| 279 | Chas. Casper..... | 70 | 30 | Mar. 3, 1891 | Mar. 11, 1921 | Acute gastritis..... | 1500 | Emma Casper, |
| 280 | Thos. Hart..... | 45 | 59 | Aug. 24, 1919 | Mar. 11, 1921 | Pleuro-pneumonia... | 1500 | Mary V. Hart, |
| 281 | A. W. Schaneman | 59 | 860 | July 21, 1888 | Mar. 11, 1921 | Chronic endocarditis | 3000 | Lizzie Schanem |

Total number of death claims 99
Total number of disability claims 6 105

Total amount of claims, \$233,250.00

Financial Statement

Cleveland, Ohio, March 1, 1922

Mortuary Claim Fund

| | |
|-------------------------------------------------------|--------------|
| Balance on hand February 1, 1921..... | \$ 638. |
| Received from assessments Nos. 1037-40..... | \$194,988.85 |
| Received from members carried by the Association..... | 1,182.00 |
| Interest from Bank..... | 1,710.79 |
| | <hr/> |
| Total..... | \$197,881.64 |
| Paid in claims..... | 197. |
| | <hr/> |
| Balance on hand February 28, 1921..... | \$ 636. |

Mortuary Expense Fund

| | |
|----------------------------------------|------------|
| Balance on hand February 1, 1921..... | \$ 119. |
| Received from fees..... | \$ 556.44 |
| Received from 2%..... | 4,458.39 |
| | <hr/> |
| Total..... | \$5,014.83 |
| Expense for February..... | 5. |
| | <hr/> |
| Balance on hand February 28, 1921..... | \$ 124. |

Special Mortuary Fund

| | | |
|----------------------------------------|--------------------|------------------|
| Balance on hand February 1, 1921..... | | \$2,160,955.06 |
| Received in February..... | \$22,292.11 | |
| Received from Bank..... | 88.69 | |
| | <u>\$22,380.80</u> | <u>22,380.80</u> |
| Balance on hand February 28, 1921..... | | \$2,183,335.86 |

Indemnity Claim Fund

| | | |
|----------------------------------------|-------------------|------------------|
| Balance on hand February 1, 1921..... | | \$ 186,089.42 |
| Amount received..... | \$2,408.30 | |
| Received from Bank..... | 260.00 | |
| | <u>987.88</u> | |
| | <u>\$3,605.63</u> | <u>3,605.63</u> |
| Total..... | | \$ 189,645.05 |
| Amount in claims..... | | <u>13,171.36</u> |
| Balance on hand February 28, 1921..... | | \$ 176,473.69 |

Indemnity Expense Fund

| | | |
|----------------------------------------|-----------------|---------------|
| Balance on hand February 1, 1921..... | | \$ 33,840.89 |
| Received from fees..... | \$ 1.75 | |
| Received from 5%..... | 126.75 | |
| | <u>\$128.50</u> | <u>128.50</u> |
| Total..... | | \$ 33,969.39 |
| Expense for February..... | | <u>948.57</u> |
| Balance on hand February 28, 1921..... | | \$ 33,020.82 |

Statement of Membership**For February, 1921**

| | | | | | | |
|---------------------------------------------------------------------------|--------------|---------------|------------|---------------|----------|---------------|
| Qualified represents..... | \$ 750 | \$1,500 | \$2,250 | \$3,000 | \$3,750 | \$4,500 |
| Membership January 31..... | 1,292 | 53,607 | 101 | 23,572 | 5 | 5,443 |
| Cancellations and reinstatements received during the month..... | | 387 | .... | 220 | .... | 74 |
| Total..... | <u>1,292</u> | <u>53,994</u> | <u>101</u> | <u>23,792</u> | <u>5</u> | <u>5,517</u> |
| which deduct certificates terminated by death, accident or otherwise..... | | 40 | 1 | 29 | 1 | 10 |
| Total membership February 28..... | <u>1,292</u> | <u>53,954</u> | <u>100</u> | <u>23,763</u> | <u>4</u> | <u>5,507</u> |
| Total..... | | | | | | <u>84,620</u> |

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to get it in the hands of the beneficiaries:

Frederic F. Conrad, beneficiary of our late Brother, J. J. Conrad; amount due, \$464.04.
 Agnes Hayes, beneficiary of our late Brother, Wm. E. Hayes; amount due, \$732.00.
 Laura Powers, beneficiary of our late Brother, Michael Powers; amount due, \$136.37.
 Laura Thorp, beneficiary of our late Brother, F. B. Reynolds; amount due, \$1500.
 J. A. Tanner, beneficiary of our late Brother, H. M. Robinson; amount due, \$1500.
 E. Showers, beneficiary of our late Brother, S. E. Ferguson; amount due, \$1436.50.
 Child Carlson, beneficiary of our late Brother, H. Larson; amount due, \$1076.85.
 McGinnis, beneficiary of our late Brother, W. J. Kelley; amount due, \$1337.52.
 E. Hein, beneficiary of our late Brother, John Hein; amount due, \$1481.40.

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1867, 1869, 1878, 1879, 1881, 1883, we would like to purchase them.
 W. E. FUTCH, President
 C. E. RICHARDS, Gen'l Sec'y-Treas.

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, 1126 ENGINEERS' BUILDING, CLEVELAND, OHIO, and it will receive prompt attention.

THE B. of L. E. JOURNAL

OLD ADDRESS

Name.....

Division Number.....

Box or Street No.....

P. O.....State.....

NEW ADDRESS

Box or Street No.....

P. O.....State.....

SPECIAL NOTICES

Sec. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Anyone knowing the whereabouts of J. E. Ferguson, formerly a member of Div. 88, North Platte, Neb., and connected with the Union Pacific road at that point, will confer a great favor by corresponding with his son, F. E. Ferguson, 1834 First Wisconsin National Bank Building, Milwaukee, Wis.

OBITUARIES

[In accordance with the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the Journal. All deaths will be listed under obituary heading only, with cause and date of death.]

Lansing, Mich., Feb. 28, cancer, Bro. S. D. Linderman, member of Div. 2.

Kansas City, Mo., Feb. 19, heart trouble, Bro. Patrick C. Corrigan, member of Div. 8.

Indianapolis, Ind., Feb. 17, rupture, Bro. Chas. A. Wilson, member of Div. 11.

East St. Louis, Ill., Feb. 14, cancer, Bro. Andrew Ospring, member of Div. 25.

Columbus, Ohio, Feb. 13, Bro. T. E. Humphreys, member of Div. 84.

Clifton Forge, Va., March 4, heart trouble, Bro. J. F. Riley, member of Div. 38.

Andover, N. Y., Feb. 11, Bright's disease, Bro. Chas. W. Rogers, member of Div. 47.

Baltimore, Md., Feb. 7, apoplexy, Bro. Wm. H. Ragland, member of Div. 52.

Milwaukee, Wis., Feb. 26, carcinoma, Bro. J. Patterson, member of Div. 66.

Bridgeport, Conn., March 2, cerebralorrhage, Bro. R. Jewell, member of Div. 7.

Livingston, Ky., Feb. 14, poisoning, Bro. Welch, member of Div. 78.

Janesville, Wis., Feb. 18, sarcoma, Bro. Sheky, member of Div. 96.

Chicago, Ill., Feb. 7, gallstones, Bro. M. N. member of Div. 96.

Alderson, W. Va., Feb. 26, locomotor atrophy, Bro. J. L. Anderson, member of Div. 101.

Columbia, Pa., Feb. 23, Bro. Wm. B. member of Div. 104.

Corning, Ohio, Feb. 25, killed, Bro. G. Pearson, member of Div. 124.

San Fernando, Cal., Feb. 2, heart failure, Thos. Rickels, member of Div. 126.

Muscantine, Ia., Feb. 5, general debility, Wm. P. Cassidy, member of Div. 159.

San Jose, Cal., Feb. 16, cancer, Bro. H. Powell, member of Div. 161.

Roseville, N. J., Feb. 13, Bright's disease, apoplexy, Bro. A. C. Yard, member of Div. 163.

Baraboo, Wis., Feb. 19, paralysis, Bro. H. North, member of Div. 176.

Denison, Texas, Feb. 22, killed, Bro. R. Mays, member of Div. 177.

Denison, Texas, Feb. 22, killed, Bro. F. Dickey, member of Div. 177.

Little Rock, Ark., Feb. 10, killed, Bro. Sullivan, member of Div. 182.

Galt, Ont., Feb. 12, heart trouble, Bro. J. S. Johnson, member of Div. 188.

McDonoghville, Pa., Feb. 20, killed, Bro. White, member of Div. 193.

Algiers, La., Feb. 21, killed, Bro. Wm. Dunn, member of Div. 193.

Antonio, Texas, Feb. 12, cardiac decom-
 on, Bro. George Brown, member of Div.
 ada, Colo., Nov. 2, myocarditis, Bro. Eugene
 tch, member of Div. 199.
 on, Ga., March 1, acute uremia, Bro. G. H.
 s, member of Div. 210.
 Lake City, Utah, July 8, 1920, killed, Bro.
 k McCann, member of Div. 228.
 tidian, Miss., Jan. 31, lymphatic leukemia,
 H. P. McGovern, member of Div. 230.
 ssau, Wis., Oct. 22, old age, Bro. Geo. W.
 member of Div. 249.
 nison, Ohio, Feb. 23, killed, Bro. A. Gloyd,
 er of Div. 255.
 annah, Ga., Dec. 17, killed, Bro. W. F.
 ord, member of Div. 256.
 rick, N. Y., Jan. 12, old age, Bro. Wm. F.
 , member of Div. 275.
 keley, Cal., Feb. 28, softening of brain and
 ining of arteries, Bro. W. F. Luhn, member
 r. 283.
 nd Rapids, Mich., Feb. 14, neuralgia of
 Bro. J. A. Witkop, member of Div. 286.
 re, Okla., March 2, cancer, Bro. L. G. Hill,
 er of Div. 299.
 atur, Ill., Feb. 21, paralysis, Bro. C. A.
 on, member of Div. 302.
 th Jacksonville, Fla., Jan. 22, tuberculosis,
 Wm. Chestnut, member of Div. 309.
 ano, Pa., Feb. 14, meningitis, Bro. James
 llina, member of Div. 316.
 ano, Pa., Feb. 19, killed, Bro. Raymond F.
 ad, member of Div. 316.
 avia, N. Y., Feb. 17, cerebral hemorrhage,
 Wm. H. Wilcox, member of Div. 328.
 City, Mich., Feb. 27, pernicious anemia,
 as. B. Taitt, member of Div. 338.
 mington, Del., Feb. 18, general debility,
 F. H. Bartley, Sr., member of Div. 342.
 y London, Conn., Feb. 15, pneumonia, Bro.
 Lewis, member of Div. 348.
 hita, Kan., Feb. 22, apoplexy, Bro. R. G.
 member of Div. 364.
 nta, Ga., Nov. 2, apoplexy, Bro. John S.
 , member of Div. 368.
 re, Pa., Feb. 24, arteriosclerosis, Bro.
 W. Bostwick, member of Div. 380.
 ago, Ill., Feb. 15, goiter, Bro. Dennis P.
 y, member of Div. 404.
 Orleans, La., March 5, Bro. J. J. Hannen,
 er of Div. 426.
 ser, W. Va., Feb. 23, pneumonia, Bro. Pat-
 cCasey, member of Div. 437.
 urndale, Mo., March 3, pneumonia, Bro.
 Ottsson, member of Div. 439.
 on, Alberta, May 12, 1920, Bro. Hugh
 l, member of Div. 453.
 ngwood, Pa., Feb. 28, stroke, Bro. Adam
 , member of Div. 454.
 do, Ohio, Feb. 7, scalded, Bro. G. C. Fin-
 member of Div. 493.
 ey Junction, Iowa, Feb. 11, Bro. J. W.
 h, member of Div. 525.
 ora, Ont., Oct. 18, pleurisy, Bro. P. Mc-
 member of Div. 535.
 atchee, Wash., Feb. 24, killed, Bro. Wm.
 member of Div. 540.
 alo, N. Y., Feb. 18, cancer, Bro. Wm. J.
 member of Div. 544.
 ton, Ohio, March 1, pneumonia, Bro. R. C.
 rtin, member of Div. 546.
 rney, P. Q., Can., Feb. 16, pulmonary tu-
 sis, Bro. Joe. Fillion, member of Div. 558.

New Castle, Pa., Feb. 21, carbuncle, Bro. John
 E. Marks, member of Div. 565.
 Chicago, Ill., Feb. 21, Addison's disease, Bro.
 Victor J. Hanflaire, member of Div. 580.
 Pinewood, La., Feb. 18, pulmonary embolism,
 Bro. C. T. Allis, member of Div. 599.
 Jersey City, N. J., Feb. 5, killed, Bro. Wm. H.
 Minnes, member of Div. 601.
 Hagerstown, Md., Jan. 19, myocarditis, Bro.
 Harry R. Warnock, member of Div. 614.
 Douglas, Ariz., Feb. 10, heart failure, Bro. J.
 D. Fox, member of Div. 615.
 Mart, Texas, Feb. 11, diabetes mellitus, Bro.
 L. L. Clark, member of Div. 620.
 Ridgeley, W. Va., March 2, pneumonia, Bro.
 Samuel C. Noland, member of Div. 640.
 Galesburg, Ill., Feb. 13, peritonitis, Bro. L. L.
 Allison, member of Div. 644.
 Marlow, Ga., Feb. 16, hemorrhage, Bro. J. H.
 Dugger, member of Div. 646.
 Muskegon, Mich., Feb. 23, killed, Bro. John W.
 McGraw, member of Div. 650.
 West Pittston, Pa., Feb. 8, complications, Bro.
 W. B. Carman, member of Div. 673.
 Vancouver, B. C., Feb. 6, kidney disease, Bro.
 Thos. Davies, member of Div. 715.
 Augusta, Ga., Jan. 20, pneumonia, Bro. F. E.
 Wright, member of Div. 717.
 Altoona, Pa., March 2, rear end collision, Bro.
 Wm. J. Line, member of Div. 730.
 Denver, Colo., Feb. 19, pulmonary hemorrhage,
 Bro. Geo. H. Cecil, member of Div. 734.
 Barstow, Cal., Jan. 23, intestinal trouble, Bro.
 Jas. Honey, member of Div. 739.
 East Cleveland, Ohio, Feb. 14, accident, Bro.
 John W. Chisholm, member of Div. 745.
 Ravenna, Ohio, Feb. 19, pneumonia, Bro. R. J.
 Mackall, member of Div. 745.
 Sanford, Fla., Feb. 1, lobar pneumonia, Bro.
 T. E. Fox, member of Div. 769.
 Chicago, Ill., Feb. 19, gas poisoning, Bro.
 Elmer J. Gartley, member of Div. 790.
 Marceline, Mo., Feb. 10, operation, Bro. E. R.
 West, member of Div. 806.
 Cambridge, Ohio, Oct. 26, 1920, Bro. J. F.
 Miller, member of Div. 809.
 Cambridge, Ohio, May 11, 1920, Bro. M. H.
 Kerrigan, member of Div. 809.
 Auburn, Wash., Feb. 5, arteriosclerosis and
 nephritis, Bro. Jas. W. Powers, member of Div.
 833.
 Philadelphia, Pa., Dec. 8, 1920, killed, Bro.
 George L. Emery, member of Div. 851.
 Kamloops, B. C., Feb. 6, killed, Bro. F. J.
 Johnson, member of Div. 855.

ADMITTED BY TRANSFER CARD

Into Div.

19—O. F. Ross, from Div. 220.
 71—S. L. Delevie, from Div. 45.
 88—D. C. Warren, from Div. 397.
 93—W. F. Collins, from Div. 485.
 133—John W. Lyon, from Div. 240.
 146—C. A. Black, from Div. 600.
 192—C. L. Van Eaton, from Div. 446.
 210—Frank Bibb, from Div. 309.
 261—Geo. H. Scott, Jr., from Div. 708.
 267—T. C. Underwood, from Div. 84.
 277—C. B. Owenby, from Div. 336.
 279—F. L. Soare, from Div. 195.
 281—G. E. Atkinson, from Div. 573.
 283—A. Alexander, from Div. 55.
 293—J. R. Nelson, from Div. 735.
 309—A. B. Withers, from Div. 84.
 C. E. Van Vlack, from Div. 277.

Into Div.

- 320—J. H. Hamilton, from Div. 128.
 346—J. P. Bowden, J. A. Brotherston, Harold Crofts, Wm. F. Cross, W. E. Davis, G. P. Deery, F. H. Dietrich, O. A. Dow, J. R. Fogg, B. J. Head, M. L. Hickey, C. E. Holmes, Robt. R. Hoover, Homer P. Johnson, J. M. Johnson, Arthur Krider, R. S. Lamb, E. L. McClintic, A. J. Meeks, G. W. Morehouse, M. J. Moore, E. E. Morrison, Geo. W. Null, Jr., W. H. Proctor, J. E. Ruth, S. A. Rowley, A. F. Scammon, A. B. Shoemaker, Frank Smith, Wm. H. Smith, L. S. Stockwell, B. A. Stone, G. C. Thieme, W. J. Turner, C. M. Wainwright, B. C. Ward, R. L. Warne, H. K. Westfall, W. D. Westfall, E. A. Whitney, L. G. Wichert, H. A. Wurster, Earl Yinger, J. D. Zimmerman, from Div. 248.
 366—E. H. Riordan, from Div. 201.
 377—H. P. LeTarte, from Div. 367.
 421—L. F. Burns, from Div. 18.
 425—F. V. Judy, from Div. 415.
 442—W. H. Hair, from Div. 858.
 459—Harvey Crowl, from Div. 780.
 476—O. D. Adams, from Div. 396.
 520—E. W. Krohn, from Div. 478.
 524—F. S. Johnson, from Div. 446.
 545—Wm. B. Bigler, C. A. Everett, E. W. Haviland, from Div. 248.
 558—T. Bradshaw, from Div. 89.
 566—Thos. Kent, from Div. 192.
 591—C. M. Cunningham, from Div. 192.
 599—C. E. Lovett, from Div. 711.
 614—Melvin W. Hill, from Div. 27.
 628—W. W. Boulineau, from Div. 409.
 630—J. C. Conroy, from Div. 721.
 662—A. L. Carroll, from Div. 10.
 671—Archie C. Payne, from Div. 494.
 681—T. L. Frizzell, Frank Smith, from Div. 385.
 704—W. A. Roix, from Div. 161.
 715—J. V. Manning, from Div. 818.
 Wm. Neilson, from Div. 832.
 739—F. M. Dodson, from Div. 206.
 755—James Gill, from Div. 476.
 768—John W. Hendry, from Div. 494.
 769—J. R. Lyles, from Div. 265.
 803—D. W. Bazemore, from Div. 265.
 827—N. L. Rogers, from Div. 230.
 829—B. C. Burkhead, from Div. 360.
 832—Fred W. Miller, from Div. 562.
 David S. Crawford, from Div. 715.
 838—W. E. Ellis, from Div. 823.
 R. W. McKelvey, from Div. 606.
 855—F. Chivers, from Div. 583.
 J. C. Robertson, from Div. 818.
 858—J. Henderson, from Div. 442.
 863—F. W. Jensen, from Div. 419.
 878—E. R. Harris, from Div. 372.
 888—C. O. Addison, O. J. Anderson, R. P. Barrall, W. W. Barry, John Buchanan, G. N. Chadwick, H. E. Chambers, George Cutting, C. H. Derryberry, W. J. Durkee, W. H. Goddard, G. A. Harmer, R. P. Jones, C. H. Krigbaum, J. W. Krigbaum, J. D. Lamunyon, C. H. Lopas, H. E. Lopas, M. J. McGurl, Geo. Magann, L. A. Manthey, F. P. Naah, B. F. Pettis, Joseph Plunkett, F. R. Rader, Jos. Rasmussen, J. W. Rawlings, G. C. Reid, T. D. Riggs, Geo. St. John, from Div. 488.
 Emmett Ballew, E. D. Bartlett, A. Baxter, Jr., G. P. Berry, F. C. Bobo, Fred Burvia, C. Crowley, C. W. Daugherty, J. H. Denman, D. C. Gibson, W. S. Groesbeck, R. J. Irvin, L. R. Metz, F. Mullins, J. J. Pritchett, E. Reinhardt, Roger F. Reynolds, W. H. Smith, Jr., W. L. Smith, D. B. Tripp, from Div. 713.

WITHDRAWALS

From Div.

- 391—J. W. Disney
 399—E. L. Burlingham

From Div.

- 721—L. C. Alexander
 887—Wm. Petefish

REINSTATEMENTS

Into Div.

- 4—O. E. Lowery
 38—E. W. Irvin
 53—H. W. Hertel
 57—Frank P. Hanley
 61—H. L. Fish
 89—W. Wells
 109—A. J. Dorwant
 147—J. J. Bigger
 161—M. J. Henks
 197—Chas. Ray
 244—E. S. Phillips
 248—E. J. Method
 252—John W. Shipman
 262—R. N. Beall
 265—H. L. Swanson
 271—R. T. Martin
 282—J. T. Miller

Into Div.

- 300—Daniel J. Tracy
 O. F. Chenail
 Frank J. Lynch
 389—R. C. Crone
 348—Clayton E. Perry
 352—R. H. Howie
 390—Edward J. Steward
 461—O. G. Christen
 R. B. Veach
 504—J. T. Hines
 520—Frank J. Stanfel
 585—W. J. Blight
 596—W. Williams
 606—R. W. McKelvey
 769—F. W. Grayman
 772—J. G. Repp
 880—Joseph Bolster

EXPELLED

Non-Payment of Dues

From Div.

- 22—J. Ireton
 238—F. G. Strausbaugh
 258—Arthur Brisobis
 379—T. L. Walters
 426—J. T. Maechling
 487—R. Crank

From Div.

- 651—S. W. McLane
 782—Wesley A. Curtis
 811—W. F. Hughes
 861—J. J. Scheu
 868—B. F. Mack
 869—Elmer C. Briggs

For Other Causes

From Div.

- 93—J. W. Cook, forfeiting insurance.
 103—Oscar Price, forfeiting insurance.
 109—E. D. Huber, forfeiting insurance.
 265—J. L. Cannon, violation of obligation.
 293—C. H. Roecker, forfeiting insurance.
 294—Chas. G. Swanson, forfeiting insurance.
 327—L. M. Hodge, forfeiting insurance.
 329—W. H. Bickell, forfeiting insurance.
 330—G. Kendall, forfeiting insurance.
 352—G. E. Clem, forfeiting insurance.
 372—P. O. Drahelm, W. A. McGowan, forfeiting insurance.
 415—M. W. Hurto, violation of obligation.
 448—L. J. Mastin, forfeiting insurance.
 488—V. L. McCoy, forfeiting insurance.
 564—J. Turk, forfeiting insurance.
 568—M. J. Hickey, forfeiting insurance.
 584—W. H. McGee, forfeiting insurance.
 692—Edward H. Coe, forfeiting insurance.
 730—Edgar W. Crain, forfeiting insurance.
 736—J. A. Dunn, forfeiting insurance.
 780—R. L. Pendergraft, forfeiting insurance.
 785—Ernest Hypes, forfeiting insurance.

The expulsion of Bro. James Rasmussen from Div. 103, which appeared in the November Journal, was an error in reporting to the Grand Office. F. D. CHAPMAN, S.-T. Div. 103.

The expulsion of Bro. J. J. Kellum from Div. 232, which appeared in the March Journal, was an error in reporting to Grand Office.

C. H. GODDARD, S.-T. Div. 232.

HARVARD COLLEGE
AUG 7 1922

Doc 1251.1

LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

Report of National Legislative Representatives of the Train Service Brotherhoods

National Agreements to End July 1

Impressions of a Railroad Man

Our Insurance Association Convention

By W. E. Futch, Pres. B. L. E. Insurance

The B. of L. E. Indemnity Insurance

By E. H. Kruse, Special Insurance Solicitor

MacArthur's Cartoons

Vol. 55

MAY 1921

No. 5



Brings This Gold Decorated 110 Martha Washington Dinner Set

Only \$1 and we ship this superb Dinner Set; yours to use for 30 days before you decide whether to keep or return it at our expense. Artistically shaped, snowy white dishes with glistening gold decoration and your initial in gold surrounded by a wreath in gold on each piece.

With Your Initial Monogram in Gold

Complete in every feature. This superb gold decorated set comprises: 12 dinner plates, 9 in.; 12 breakfast plates, 7 in.; 12 soup plates, 7 1/4 in.; 12 cups; 12 saucers; 12 cereal dishes, 6 in.; 12 individual bread and butter plates, 6 1/4 in.; 12 sauce dishes; 1 platter, 13 1/4 in.; 1 platter, 11 1/4 in.; 1 celery dish, 8 1/4 in.; 1 sauce boat tray, 7 1/4 in.; 1 butter plate, 6 in.; 1 vegetable dish, 10 1/4 in., with lid (2 pieces); 1 deep bowl, 8 1/4 in.; 1 oval baker, 9 in.; 1 small deep bowl, 6 in.; 1 gravy boat, 7 1/4 in.; 1 creamer; 1 sugar bowl with cover (2 pieces). Shipped from Chicago warehouse. Shipping weight about 90 lbs.

Order by No. 327CMA19. Price of complete set of 110 pieces, \$34.95.

Send only \$1 with coupon; balance \$3 monthly.

30 Days' FREE Trial

Send only the coupon and \$1 now and we will send you this complete set of 110 pieces. If not satisfied, return the set in 30 days and we will return your \$1 and pay transportation both ways. If you keep them, pay balance on our easy monthly payment plan.

FREE Bargain Catalog

392 pages—furniture, rugs, linoleum, stoves, ranges, watches, gas engines and cream separators, etc.—all on our easy monthly payment terms. 30 days' free trial. Postcard or letter brings this great bargain book free by return mail.

"Let Hartman Feather Your Nest."

HARTMAN Furniture & Carpet Co.

3913 Wentworth Ave. Copyrighted, 1921. Dept. 3365 Chicago

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

When writing to advertisers, mention this Journal.

IMPORTANT!
Set guaranteed first quality. Replacement pieces can be purchased from us for 8 years as this is an "open" pattern.

silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines and cream separators, etc.—all on our easy monthly payment terms. 30 days' free trial. Postcard or letter brings this great bargain book free by return mail.



HARTMAN
3913 W. Dept. 3365
I enclose 1 Goldenheart Set No. 327CMA19
30 days' trial, ship it back and \$1 and pay trans if I keep it I will until price, \$34.95 remains with you until final pay

Actual Height of Wreath 1 1/2 inches
Name.....
Street Address.....
R. F. D.....
Town.....
Give Initial Wanted [Any One]



LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED MONTHLY AT CLEVELAND, OHIO, BY THE B. OF L. E.
C. H. SALMONS, EDITOR AND MANAGER
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 55

MAY, 1921

Number 5

Report of the National Legislative Representative of the Train Service Brotherhoods on Current Legislation

Washington, D. C., March 9, 1921.

The immigration bill passed both branches of Congress restricting foreign immigration for a period of one year, but President Wilson refused or declined to sign same, thereby causing a pocket veto which leaves us without any restrictive legislation until the new Congress can act on same.

The packers' control bill passed the Senate, but we were unable to get this matter considered before the House of Representatives; therefore, it failed of passage during this session of Congress. The emergency tariff bill, which was intended to relieve the farmers and growers of the rapid decline in prices, passed both branches of Congress and was vetoed by the President. An attempt was made to pass this over his veto, but failed to get the necessary majority.

The navy appropriation bill failed of passage in the Senate account of a filibuster over the disarmament question. The sundry civil bill was amended many times and went through different conferences but finally passed in amended form.

The bill providing for a bonus for the civilian employees of the different departments was finally passed by both branches of Congress after many conferences and much debate. However, some of the civilian employees of the Navy Department, including engineers, firemen, yard conductors, brakemen and switchmen, were denied the

bonus. This bill becomes effective July 1, 1921, and will leave these men with a reduction of approximately 76 cents per day and at the same time they were receiving a lesser rate of pay with the bonus than that paid in outside industry. This matter was vigorously protested by your representatives and the question of inequalities was taken up repeatedly with the retiring Secretary of the Navy and we were unable to get this matter adjusted. However, we expect to take this matter up vigorously as soon as the new administration gets started, with the hope of having this situation relieved.

Several bills were introduced looking to amendments to the Transportation Act, some of which affected labor either directly or indirectly, but none of these proposed bills received any consideration from the committees.

The so-called Winslow-Townsend bill providing for partial payments to be made to the railroads when such bills were properly approved by the Interstate Commerce Commission was passed by both branches of Congress and signed by President Wilson.

The proposed amendment to Section 10 of the Clayton Anti-trust law, intended to prevent the dealing in railroad supplies through interlocking directorates, was considered by the committees and reported to Congress, but this measure failed of passage during this session.

The so-called Poindexter Anti-strike bill was passed by the Senate on Dec. 16, and on that date Senator LaFollette made a motion to reconsider the vote by which this bill was passed. This motion

to reconsider was not acted upon at the time of the adjournment of Congress and the bill died in that form.

The bill providing a bonus for soldiers failed of passage on account of serious objection on the part of some of the retiring members of the Senate; therefore, no bonus legislation for the soldiers was passed during this session.

The army appropriation bill, after considerable debate, was passed, which provides for an army of 175,000 men and a budget of \$385,000,000.

Certain wartime legislation, including part of the Lever Act, was repealed during the last session of Congress, and a decision of the Supreme Court of the United States rendered Feb. 28, 1921, declared the anti-profiteering sections of this act unconstitutional and virtually removes the last vestige of this measure.

Many other bills were on the calendar at the time of the adjournment of Congress which, of course, were killed on account of the adjournment of the Sixty-sixth Congress.

There were 28,141 bills and resolutions introduced during the sessions of the Sixty-sixth Congress, approximately 400 of which passed, some of them affecting labor directly or indirectly. Taking everything into consideration, we did remarkably well in not having more adverse legislation passed, and while it is true we did not get any beneficial legislation, we were successful in preventing the passage of virtually all antagonistic legislation during these sessions of Congress.

President Harding was inaugurated on March 4, and the indications are that an early session of Congress will be called, probably after the first of April.

H. E. WILLS,

A. G. C. E. and National Legislative Representative, B. of L. E.

P. J. McNAMARA,

Vice President, National Legislative Representative, B. of L. F. & E.

W. M. CLARK,

Vice President, National Legislative Representative, O. R. C.

W. N. DOAK,

Vice President, National Legislative Representative, B. of R. T.

ROOST THE PLUMB PLAN

Brother Stone's Trip Through Missouri in January

A series of events transpired in Missouri the latter part of the month of January of this year which were closely related to two of the foremost problems of interest to the labor movement today that I believe our membership, especially those in Missouri, will be interested in hearing something about them.

On the program one evening a national leader of one of the foremost best known farm organizations in the country was to speak, and he devoted practically all of his entire address to belaboring labor unions, and undoubtedly poisoned a great many of those present against the labor movement. However, we have a big, fair and forthright man as secretary of our State Board of Agriculture, and when the unfairness of the matter was brought to his attention he immediately suggested that a representative of the labor movement be given a place on the program.

I immediately suggested Brother Stone, Grand Chief Engineer of the Farmers' Organization, and Mr. Jewell Maize, the secretary of the Board, immediately agreed to give him a place on the program and, securing Brother Stone's consent, arrangements were completed for him to appear on the January program. When the announcement of his coming to the State was made, the Brothers in Kansas City and Trenton, Mo., got busy and arranged to have him attend union meetings at each of the two places while he was in the State and these two meetings were reported in the February number of our JOURNAL.

We also arranged quite an extensive itinerary for him in connection with his trip to Columbia. He had previously accepted an invitation to address the students of the State University there, so at his suggestion arrangements were made for him to fill that engagement, too, on this trip. So, on Thursday, Jan. 20, Brother Stone attended a luncheon at Columbia at which he met many of the leaders in farm activity and the president of the State University, Prof. A. Ross Hill, Dean Mumford, president of the College of Agriculture, and many of the members who are connected with many of the various activities of the Department of Agriculture.

the afternoon he addressed a gathering of university students who are specializing in sociology and then in the evening came the big event of the trip when he addressed an audience of nearly two thousand farmers.

He only wish that each of you who read this article could have been present on that occasion and witnessed the magnificent manner in which Brother Stone acquitted himself. In order for us to fully appreciate how difficult was the task assigned to him, it must be recalled that he faced an audience that was to a large degree antagonistic to him, it having been made so by the propaganda sent out in the public press during the past several years and by the speaker whom I mentioned as having appeared on the same platform a year previous. Could you have been privileged to have been one of the audience, hearing all of this, and then to have seen that audience respond frequently and whole-heartedly to the influence of his personality, the convincing logic of his address and his evident sincerity, could you have been able to more fully appreciate the extent of the victory he achieved.

On the day following his address to the farmers he met about twenty of the State officials and officials of both Houses of the State Legislature, then in session, at luncheon at the capital, Jefferson City. Almost daily since his departure one meets with persons of prominence and consequence who refer to the favorable impression Brother Stone left with those who met him on various occasions mentioned in this article. We in Missouri are proud indeed over the success of the stunt that was pulled off with the assistance of Brother Stone.

It is untold good in the way of publicity that has been done by his trip and we feel that the effort on the part of any of the reactionary interests to arouse the prejudices of the farmer against organized labor in the future will not meet with the success that it has in the past. We desire to take this opportunity to emphasize the necessity of organized labor giving very serious consideration to the possible effect on the future of the movement this action by the farmer to get organized may exert in the future.

C. G. BRITTINGHAM,
Chairman Mo. State Leg. Board.

Send in Your Protests, Brothers

Brotherhood of Locomotive Engineers
Brotherhood of Locomotive Firemen and
Enginemen
Order of Railway Conductors
Brotherhood of Railroad Trainmen

JOINT CIRCULAR

Cleveland, Ohio, March 28, 1921.

To All Members in the United States of America:

Sirs and Brothers: Your attention is called to the existence of a powerful propaganda, representing in the main large financial concerns which seek through this means to influence Congress to repeal the excess profits tax and substitute therefor a sales or turnover tax of 1 per cent on each sale or turnover, thereby shifting the burden of approximately \$800,000,000 of revenue now laid on excess profits, to the consumers of the country.

On a basis of 100,000,000 population this would mean that theoretically each inhabitant of the United States would be taxed \$8 per year, or putting it on a family basis and assuming that each family consists of five persons, it would mean that the bread-winner of the family would be taxed \$40 per year. If the operation of such a law would unflinchingly produce this exact result, there are many persons who would say: "Let's assume the burden so that the big business concerns may cease grumbling about parting with a mite of their unearned millions and give the country a rest." But, as has been fairly accurately figured out in the case of increases in freight rates, "business" adds about five times the amount of such increases to the price of goods sold in order to be certain that the increases have been absorbed. So it will be with the sales tax, the result being that instead of paying \$40 per year, the head of each family will pay five times \$40, or \$200, and the Government will be lucky if it gets the 1 per cent on each sale or turnover, even though half the amount collected is expended in a futile effort to prevent evasions.

In addition to this, the 1 per cent tax imposed upon each step from the raw material to the finished product will in the case of leather be applied eight times, once on each of the following turnovers:

- (1) Farmer to cattle buyer;
- (2) Cattle buyer to hide dealer;
- (3) Hide dealer to tanner;
- (4) Tanner to leather merchant;
- (5) Leather merchant to shoe manufacturer;
- (6) Manufacturer to jobber;
- (7) Jobber to retailer;
- (8) Retailer to consumer.

This will be the case in respect to many other articles, and experience justifies the statement that each time the tax is applied, the amount will be doubled, more often quadrupled, and reflected in the price of the article, so that there is no telling how much the imposition of this tax would cost the consumers.

We request Divisions and Lodges to adopt resolutions and send them to members of Congress, urging opposition to the repeal of the excess profits tax and also opposition to the enactment of a sales or turnover tax. This should be followed by letters from individual members to representatives in Congress from their district and to the Senators from the State in which they reside.

W. S. STONE,
Grand Chief, B. of L. E.
W. J. CARTER,
President, B. of L. F. & E.
L. E. SHEPPARD,
President, O. R. C.
W. G. LEE,
President, B. of R. T.

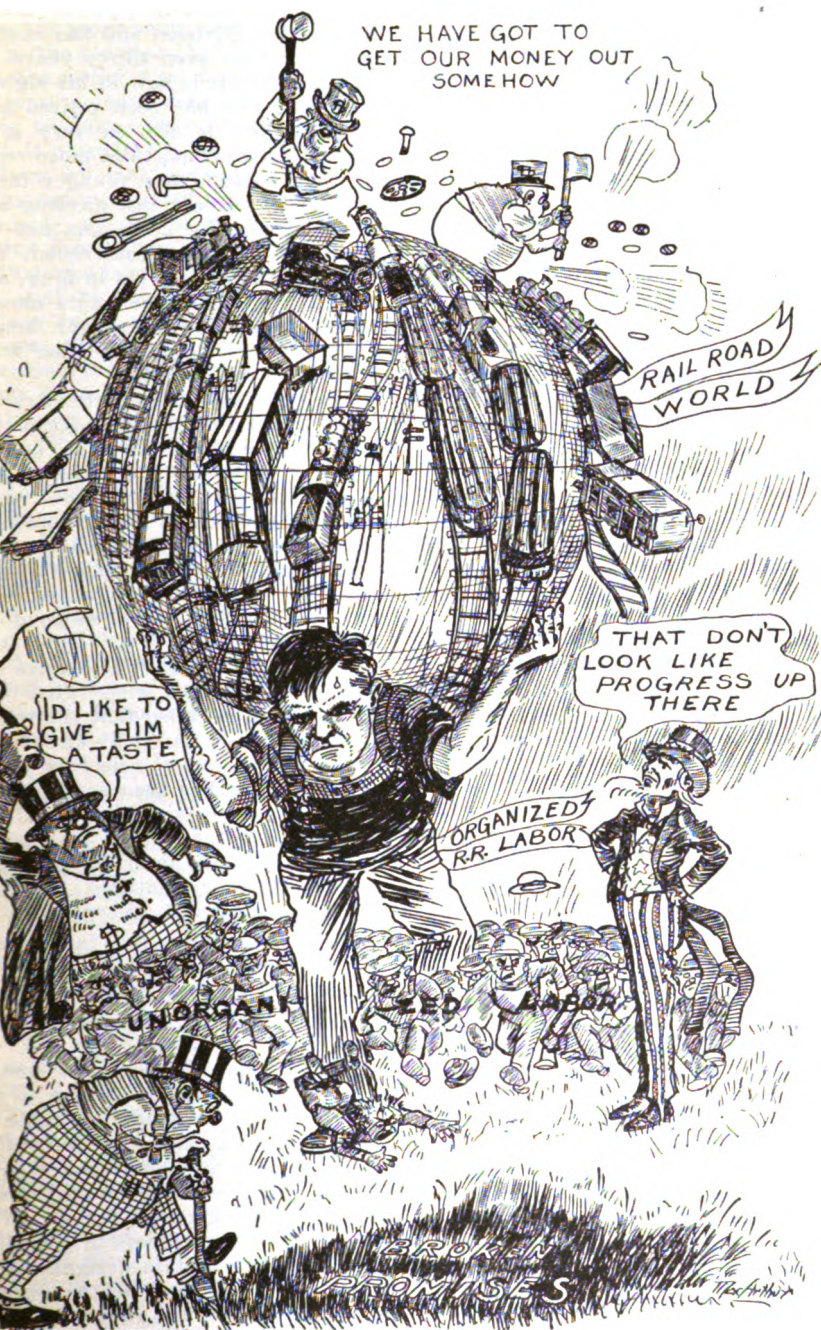
His Wildest Ride

"I was loitering around the streets one night," said A. Lenning, one of the old and best known engineers, at one time out of Moose Jaw, "and as I had nothing to do I dropped into a concert and heard a sleek-looking Frenchman play a piano in a way that made me feel all over in spots. As soon as he sat down on the stool I knew by the way he handled himself that he understood the machine he was running. He tapped the keys away up one end, as if they were gauges and he wanted to see if he had water enough. Then he looked up as if he wanted to know how much steam he was carrying, and the next moment he pulled open the throttle and sailed onto the main line as if he was half an hour late. You could hear her thunder over culverts and bridges

and getting faster and faster, until fellow rocked about in his seat like a cradle. Somehow I thought it was old 935 getting out of the way of the general manager's special. He wobbled the keys on the middle division lightning, and then he flew along the north end of the line until the driver went around like buzz saws and I was excited. About the time I was finishing to tell him to cut her up a little he kicked the dampers under the machine wide open, pulled the throttle back in the tender, and how he did it I couldn't stand it any longer, I yelled to him that he was pounding the left side, and if he wasn't careful he'd drop his ash pan. But he didn't hear. No one heard me. Everything was flying and whizzing. Telegraph poles on the side of the track looked like rows of cornstalks. He went around the curves like a bullet, slipped the eccentric, blew out his soft plug—down grades 50 feet to the mile didn't touch the air once. She missed the meeting point at a mile and a minute, and called for more fog. Her hair stood up straight, because I knew the game was up. Sure enough, ahead of us was the headlight of 'Special.' In a daze I heard the crash as they struck, and I saw cars shiver into atoms, people smashed and mangled and bleeding and gasping for water. I heard another crash as the Frenchman professor struck the deep keys and came down on the lower end of the Southern land division, and then I came to my senses. There he was at a dead stop, still, with the door of the firebox of the machine open, wiping the perspiration off his face and bowing to the passengers before him. If I live to be a thousand years old I'll never forget the ride. Frenchman gave me on a piano."

H. H. HICKEY

A man's labor is not a commodity; it is a part of his life. The courts must treat it as if it were a commodity; they must treat it as if it were a part of his life. I am sorry that there were no judges who had to be told that. It is obvious that it seems to me as if the provisions of the Clayton Act were a restraint on the primer of human liberty; but the judges have to have the power opened before them, I am willing to open it.—President Wilson.



AS IT LOOKS TO UNCLE SAM TODAY

CORRESPONDENCE

All contributions to our Correspondence columns must be in not later than the 10th of the month, although matter for the Links or Insurance Departments sent in before the 17th will be published in the next issue.

It matters not whether articles are written on one side of the paper or not, so that you have something to say that will be of interest to the readers, or of benefit to the Brotherhood.

Writers may use any signature they like with their articles, but should also give their name and address.

All communications to the Journal are subject to revision or rejection by the Editor, as he is held legally and morally responsible for same.

Worry

It isn't the sounds, or rattle, or pounds
Of the engines you may have run;
Nor the strenuous trip, that weakens your grip,
Nor the "miles you've made," my son;
Nor the scorching heat, or rain or sleet,
Nor the winter's biting cold;
But worse than shocks, or even hard knocks,
Is the worry that makes you old.

You can take a brace, and cheerfully face
Your trials, at day or night;
You can drive along, with a merry song,
Whenever your heart is right;
If the heart is light, there is pure delight
In the hardest tasks you do;
But worry, you'll find, makes the hardest grind
Out of simplest tasks, for you.

It isn't the worry that's caused by the hurry,
And hardships of things you've done;
Nor the open switch, or the yawning ditch,
That you know may be waiting, son;
Nor the burden of years, but the haunting fears,
Not the troubles that fate may hold;
But those we borrow, cause most of the sorrow
And worry that makes us old.

JASON KELLEY.

The Oldest Member

Bro. Jacob (Uncle Jake) Lamott was initiated into Div. 39, Seymour, Ind., in March, 1864, when the Brotherhood was but ten months old. He was then running on the old Ohio & Mississippi. In 1869 he came to what is now the St. Louis division of the L. & N. R. R. In charge of a locomotive sent from the factory, they came to Ashley, Ill., over the I. C. R. R. The road was not completed at that time and the company had not made arrangements for an engineer for this locomotive, so they offered Brother Lamott the job, and he accepted it, and has been here ever since.

After a few years he transferred

from Div. 39 to Div. 46, East St. L. and in the early '80s he transferred to Div. 246, Evansville, Ind., and when Div. 154 was moved from Mt. Vernon, Ill., to Howell, Ind., in 1891, he transferred to that Division and has been a member of it an even thirty years.

Brother Lamott is now in his eightieth second year and has been retired for several years, but is still in very good health and attends meetings more regularly than some of the younger members. He was at our last meeting when we were wondering if he was not a senior member of our Brotherhood. Order will be 58 years old in May, and he is 57 years a member this month. If there is anyone a member longer than this we would like to hear of him through the JOURNAL.

A few years ago we presented Brother Lamott with an honorary badge of G. I. D. We also, with the La. Auxiliary, Div. 136, celebrated the golden wedding of the venerable couple, Mrs. Lamott being a charter member of Div. 136. We entertained them at the hall until midnight, then followed them home and gave them an old "charivari," which they enjoyed much as anyone.

Brother Lamott is "Uncle Jake" to everyone who knows him. Just how long he has been called that the writer doesn't know, as I have only known him 40 years and he was "Uncle Jake" when Brother Lamott has been a member of the Insurance ever since it started. He will be one member that will survive who has paid in more than he will receive when his policy matures. We hope Brother Lamott will be with us for many years to come.

CHAS. SUTTER, S.-T. Div.

Let Us Prepare for the Future

As convention time draws near we would suggest that we assume a progressive frame of mind, set aside the rules of yesterday and substitute ones to fit present-day conditions. As a forward step the writer would recommend that we arrange for a certain number of District Chiefs to handle business within certain designated territory, much the same as the regional managers handled the railroads during Federal control. By such a regularity and these regional chiefs directly

by the Grand Office, there would be more uniformity in the adjustment of our affairs than is possible under the plan of separate adjustment boards for each railroad.

There is much being said about giving to the old man, but that does not mean the senior man who is still able, sorry to say, some are more than 50 years old to make 5000 miles or more per year if permitted. We could improve our laws by making some provisions for superannuated members by setting aside a fund to be known as a Retirement Fund, and any member in good standing who has reached the age of 65 shall be paid from that fund the same value of his B. of L. E. life insurance policies. It would, of course, be necessary to provide a means for raising money to create such a fund, I have submitted a plan to the Grand Office by which that may be done. The future is full of trials for us and as full of possibilities for us to meet them intelligently, so get in the proper frame of mind and lend your aid and your pen to promote the welfare of the Brotherhood in general, and our members in particular, by promoting something they can look forward to as a beacon light that will guide them out of the harbor of quiet and rest and into the future when their days of usefulness are no more.

J. J. LAWRES.

A Digest of the March Journal

The March JOURNAL is full of good material on every matter that every Brother should digest and pass on to all of his friends outside of the Organization, to let them know that the public may become enlightened as to what our Organization really stands for. Take, for instance, the first article in the March issue, the address of welcome at the convention of the American Federation of Teachers, St. Paul, Dec. 28, 1917, by William Mahoney. Now, the public, as a rule, has the impression that the mission of organized labor is purely selfish one, purely a mission of higher wages. The public should learn that this is not true; that we have higher aspirations than merely a struggle for more compensation. Next comes an article headed "Common Sense Suggestions for Readjustment." Truly, as *Dearborn Independent* says, labor

has had cast upon its shoulders the responsibility of the inefficiency that has been brought about by short-sighted, incompetent managers. Next, on page 185, is the article by "A Brother," "Food for Serious Thought." The writer of this letter evidently has had a taste of that same experience; coupled with this might come some comment on the many suggestions that have been made relative to the changing of our insurance laws. In the March JOURNAL Brother Futch explains why the old member can look for no relief from that quarter, and I take it that Brother Futch knows, but if the delegates at our next convention will give the situation of the old man a little serious thought it might be possible to arrange for a few positions, such as engine inspection, hostler jobs, engine taming, and such, to again come under the jurisdiction of the B. of L. E.; and the retaining of these positions for old engineers would not only help to stop this agitation to change our insurance laws but would reduce the pull made on the indigent fund by making old engineers self-supporting for a longer time. Next come several letters on the Chicago Joint Agreement. I will have to admit that I am not qualified to enter into a discussion on this question; it might be better, as one Brother says, to let every tub stand on its own bottom; we have always heard that in union there is strength, but it is also true that if you weight the clothes line down with too many union suits it will break. It is wise to view the question from all angles; to do this intelligently the Brothers should attend their Division meetings, then do their duty as Brothers. There are many other good articles in the March issue that might be commented upon, but space will not permit; however, there is one that I will not omit. On page 186 it is mentioned that Bro. J. A. Culp is lauded by the retiring Governor Frank O. Lowden. Now, to be lauded by a man like Frank O. Lowden is something not to be sneezed at. It demonstrates that we have in the ranks of our Organization capable men, not only in Illinois but in all parts of the United States, and right here it might be mentioned that there exists another opportunity to take care of some of our older Brothers. There are in the labor

departments of the United States, and in the several States, positions which men too old to ride a locomotive could fill with perfect satisfaction to the department and with credit to themselves and the Organization, and such men of ability as ex-Governor Frank O. Lowden are well aware of the fact. I imagine I hear some Brother say, "Oh, that is politics." Well, then, if so, it is time we get busy and take it out of politics. The people pay the bills regardless of politics, and the ones that pay the bills should be the ones to decide what and whom they want to serve them. Demonstrate to the public that we can fill the places to their satisfaction and it will be a long step toward removing the idea that one must be a politician to hold his job. It will also be a long step in the direction of taking care of some of our older Brothers, and I know of no class of men that are better qualified to fill the several positions in the Labor Department of the United States or of the different States than those that might be selected from the rank and file of the B. of L. E. This is proven by the fact that some are now filling some of these positions in different parts of the country with credit to themselves and the Organization, as is shown by the lauding of Brother Culp by ex-Governor Lowden.

J. W. KNOWLTON.

Complimenting the W. N. Gates Advertising Company

I recently received a refund check from a company that advertises in our JOURNAL. This company was a bit slow to recognize my claim for a refund of money I paid for goods that were not up to my expectations, based upon the "ad," but the W. N. Gates Company, which company has control of advertising space in the JOURNAL, promptly arranged so the matter was settled to my satisfaction. I am making this known for the reason that some other Brother may have had occasion to ask for a like adjustment. Just write the W. N. Gates Company, 409 Garfield Building, Cleveland, Ohio, and your request will receive prompt attention.

CHAS. H. SMALL, S.-T. Div. 440.

BOOST THE PLUMB PLAN

A Letter from Div. 46

It has been a very long time anything has been said of the conduct of Div. 46, and I will now try and say a few words. We are now enjoying membership of 276 assessable members but have the same old complaint to make, of a light attendance at meetings. We have appointed a Entertainment Committee to see if we could not arouse a little interest in the Division, but nothing has been accomplished yet. I saw in the March Journal an article from Brother Futch, saying that it would not be legal, or possible, to give our retired members the full amount of their policy. If such is the case, we not give them a paid-up policy will give them the protection they have earned, and are justified in being entitled to, and will eliminate the present method of assessments and grand divisions as at present it is everything going out and nothing coming in. We (Div. 46) have just taken up a collection amounting to \$268 for the striking motion picture in our city.

J. A. ZOELLER
C. E. D.

The Remedy

I have read the numerous articles printed in the JOURNAL in regard to the Chicago Agreement, but cannot find one that corresponds with my idea of a plan that will fail to find a feasible plan whereby its most objectionable features can be eliminated. In a great number of the articles I find much commiseration for the B. of L. F. & E. dictating to the Grand and Division Chairmen, but do not see it practical here, although all questions are handled jointly. I have taken the trouble to ask a number of our men what is wrong with the Agreement, as a large majority seem to be opposed to it and find one of the troubles to be that the trainmen make unlimited money and take delight in tantalizing the enginemen about the difference in their pay.

Now, you Brothers all remember Grand Chief Stone has urged that we requested the members to live up to the Chicago Joint Agreement and not making large mileage so big pay would be eliminated, but the conductors and trainmen's leaders have done nothing in this direction, with the result that a great many conductors

and over per month and brakemen than \$300.

Now, we all know this plan is a poor one to follow if present wages are to be maintained, and I say this matter is so important to our and their own interests that we cannot wait much longer for a remedy which will remedy it without incurring a loss thereby. Now, these checks are the proof of long hours on duty, and mostly the result of excess of overtime, which we all know is expensive to the companies financially, and to us physically; therefore, I say, why not shorten the hours and make a plan to make it compulsory? I advocate a 12-hour limit day for street service and an annulment of the 800-mile plan, and I feel sure the service of the companies in better service this plan will be exceeded only by our own gain, as we not only will receive more money but will reduce the time to a minimum, our seniority will be preserved, the good old B. of E. membership be enlarged and our unity will have won another victory. Others, think this over. Now is the time to do something worth while, wage rates and general conditions are undergoing a close inspection, and it can not be said that our loyal Brother Long ago was wrong when he said we were the leaders of organized American labor. I, for one, do not think we should play second fiddle to the others but be compelled to work continually 16 hours. I also think engineers should hold seniority rights to all engineering jobs, both inside and outside.

LEROY.

the Chicago Joint Agreement Operates on the Southern R. R.

After reading and studying closely many interesting articles written in the JOURNAL on the Chicago Joint Agreement, I have come to the conclusion that the greatest cause for the dissatisfaction among engineers in regard to it is because of the way it has been applied and the dominating way in which it has been brought to bear on the young engineer by the firemen. There is an opportunity to enforce the rule disregarding it themselves. I give you a few examples of how it has worked here on the Washington division of the Southern. We have a pas-

senger run on which the equivalent in overtime made causes the men to make considerably more than is allowed under the Agreement. The two engineers on this run are required to lose one round trip each month, and have done so for about three years, yet the firemen have never lost a day on account of this. We also have a turn-around branch line run, paying local freight rates for continuous time, which causes the pay to run right much in excess of the allowance, so the engineer has to lay off when he has made the equivalent of 3800 miles. The fireman makes sometimes as much as \$360 in one month and never loses any time on account of it, this being considerably more than the engineer is permitted to make. Yet the firemen watch the earnings of the extra board closely and put up a howl right away if the earnings are enough to do so, if more men are not added to the extra list at once, so that they may be advanced to the better positions of firing that these men have to vacate. Here the work varies very much on account of the kind of freight handled, as we haul a great quantity of fruit and vegetables, and the natural consequence is that the extra board makes good wages one month and starvation wages the next. And then again, we have men running local freights, and pushers, that it is impossible for anyone to keep check on what they are making except themselves, and ask for relief when they have run up to the limit.

At a joint meeting of the General Boards of Adjustment held in Washington, D. C., in August, 1920, the General Committee of the B. of L. E. requested the co-operation of the B. of L. F. & E. in having hostlers paid switch engineers' rates in compliance with Article I, paragraph B, of the Chicago Joint Agreement. The Chairman of the B. of L. F. & E. not only refused to take his organization's vote but stated in the discussion of this matter that regardless of any instructions he might receive he would do everything in his power to prevent putting this provision into effect, and daring the B. of L. E. to attempt to put it into effect. Yet this is a part of the Chicago Joint Agreement. I think that if it has come to a time when we have to surrender the direction of our opportunities and privileges to make a

living to any other organization to keep our heads above water, it is time for us to close up business and let things go as best they can.

I am heartily in favor of some sort of mileage regulation being put on engineers, but I don't propose to be dictated to by the other fellow and have him put his interpretation on the rules governing it, to his advantage and my detriment, all of the time.

Now, this, with the partiality shown in enforcing it, is what has made the Chicago Joint Agreement so distasteful to the engineers on the Washington division of the Southern R. R., and I sincerely hope that at the next convention something can be done to relieve us of this curse to the engineers.

L. A. HOWARD, S.-T. Div. 317.

Breckenridge, Texas, a Wonder Town

On a reddish brown clay sand hill, on the banks of Gonzales Creek, a little west of the center of the county, stands Breckenridge, the capital of Stephens County, Texas, and the very center of one of the greatest oil fields of today.

At the time oil was discovered, Breckenridge was a town of about 750 people. Today, something like four years later, they estimate the population at from 35,000 to 50,000.

It has a little three-story court house, built of the native sandstone, with the Goddess of Liberty upon it, looking away toward the south. The scales of justice held by this particular goddess are somewhat out of balance, because in the years past and gone when this county was a great big cow ranch, the cowboys used to come to town, convert themselves into storage tanks for various and sundry kinds and amounts of firewater, and the gas arising from the aforesaid tanks would addle their brains and cause them to do strange things.

So, on one such occasion, one of those boys espied the goddess and pulled his trusty 45, shot away one of the balances and also shot a ragged hole through the arm holding the scale.

This same little court house, which in years past and gone has been the place of but few and far between settlements at law, is perhaps today the scene of more settlements and adjustments than any other in this great State. Built away back in 1883, when

oil may perhaps have been dreamed but classified in the same list of possibilities as automobiles and airplanes, this little sandstone court house, its Goddess of Liberty has withstood most wonderful and astounding information, as have the people and the State.

From its quiet, peaceful, slumberous existence, Breckenridge now wakes to find itself one of the most bustling centers of activity of any city in the state.

All day and all night it is continued, steady, well-organized of business, and that business is turning the earth to secure the gold underneath, and success is in their efforts.

In this field, which is some miles wide by fifteen miles long, say there is not a dry hole. The wells are small, some large, but all are wells.

Better judgment has been used in drilling of this field than is usual in any case. The derricks are checkerboarded over the field 300 feet apart, and should make the life of the field one.

Peculiar and freakish things happen in this as in every other oil field. A well, for instance, will come in with an ordinary amount of production, and the next door neighbor will come in with a dinger gully-washer and run over the place before they can get it under control.

One well may flow easily and the next door neighbor be gasser and hard to control on account.

Wonderful stories are told, and many are true, of the old-timers who were poor as poverty before the discovery of oil, and their method of procedure since suddenly finding themselves rich.

One old fellow owned a small place just north of town. His other occupations consisted of a rattle-trap wagon, two broom-tails of porcupine, and seven daughters. The story goes that this man would take the girls out to pick cotton or pecans or anything else, get clothes and food for his family, and was found. He leased his farm, and a well was drilled. It was a good one. Others followed, all good ones. The old gent had so much money that he didn't know what to do with

gave each daughter an oil well and had several left. His income ran up to \$94,000 a month. He went to town the other day and paid \$73,000 income tax. And still the old man shaves himself with his old Wade & Butcher, uses the same little old horse and saddle to travel around, and says he don't want a frazzlin' thing to do with a pesky automobile.

This is just one of a great many such cases, where fortunes have been thrust upon these good old style people and they find themselves at a loss to know what to do with it.

Breckenridge has had a great fire loss lately. Cause? No water, no fire department. The fire-fighting apparatus consists of one lone Ford truck which carries two 25-gallon chemical tanks, two small ladders, and the force of fire fighters is one man. He is also a member of the police force and gets \$3 for each arrest, so, between the two jobs, he ekes out a very good salary, thank you.

Two new railroads enter the town. Along their tracks for a distance of three or four miles there is casing and piping enough stacked up to case all the wells that ever will be drilled and then pipe the product to Hongkong, China.

Water is very, very scarce. It is delivered by wagon at \$1 per barrel. There is a fine stream runs through the town, but so many oil wells have run wild when first drilled in that the creek water is about "'alf and 'alf."

The town has a water system—pipes, main, hydrants, etc., but it is like the whisky bottle in my room, nothing in it. They get worlds of water at about 250 feet, but it is somewhat briny.

Breckenridge presents a wonderful sight as an oil field and is well worth traveling far to see.

The people are divided into three classes, good, bad and worse, but, as a whole, they compare very favorably with those in any other oil field.

C. A. WOHLFORD, Sec. Div. 500.

The Open Forum

The "open forum" afforded in our JOURNAL is being taken full advantage of and is well appreciated by the Brothers. I'll say that if all the important questions agitating the minds of the

people of this country were subjected to the merciless criticism that the Chicago Joint Agreement has had in our JOURNAL, then we could say we are living in a real democracy, for, to my mind, the worst blight that has fallen on the plain people of this country in this generation is the "controlled" press. I have seen nothing in the JOURNAL from this part of the West on the subject, so thought I would register from Div. 147. The delegate to the convention from this district will probably be instructed to vote favorably on the Agreement. At a special meeting held last month the sentiment seemed to be all for it. Reading the letters for and against the Agreement, there were two things I noticed. First, some of the Brothers seemed to forget about the friction, I might say antagonism, that existed between the two orders previous to 1913. The Agreement is a joint one, and it is better to work jointly than to pull apart. Second, that many of the "injustices" spoken of were not because of the Agreement, but in spite of it, as it wasn't always applied as it was intended. If it is, it works injustice to nobody. The Brothers all admit that some sort of mileage regulation is necessary, but they want to regulate to suit themselves. This idea of self-regulation is familiar to us all. It is a fault that was prevalent in our Government and legislatures and fair-price committees during the war.

Nothing wrong, Brothers, with the firemen keeping a check on us. As far as I am concerned, I hope the mileage will be cut still lower at the coming convention. The lower it is cut the higher will be our wage rate ten years from now. In conclusion, I will say, why not take a leaf out of our Grand Chief's book, for he has a more thorough knowledge and broader vision than we ever will have.

J. S. LOGAN, Div. 147.

The Golden Rule Applied to Railroadng

In this time of strife and unsettled conditions, while labor is at war with capital, and capital with labor, I think a few words about the Golden Rule as a factor in settling our disputes will not be amiss. I feel safe in saying that the B. of L. E. has come nearer practicing this rule than any other

labor organization. It is an actual fact though that some railroad companies do apply the Golden Rule and work harmoniously with their employees, and I have never heard of one losing a cent by doing so.

The Southern Railway System is an example. I began working for this system nearly 25 years ago. At that time there was very little harmony between officials and employees. The division superintendent on my division would fire an engineer for any little offense. The road foreman of engines would worry the life out of an engineer, so that it was impossible to keep his mind on his business. Every official thought he was "it." We were censured for everything, hot pins, pulling out drawheads, not making good runs, when conditions were so we couldn't. In fact we had as bad a time as Jason Kelley can picture, and that's some bad. The company had wreck after wreck, was in the worst shape imaginable, and right ready to go into the hands of a receiver. But officials were changed, and the Southern Railway began to apply the Golden Rule in dealing with its employees.

Mr. E. H. Copeman was made superintendent of the Danville division, on which I was employed. He quit firing men in train service, except for drinking and bad conduct, but gave them to understand they were as good as he, or anyone else, as long as they made good, that they were a part of the railway system, as necessary to its success as the officials were, and the men began to take heart in their work.

Mr. E. H. Copeman was promoted from one position to another until at his death he was vice president of the road.

When the engineers asked for more pay he was the official who gave us such a good contract several years ago that officials on other roads censured him severely, but he told them it would pay, and it did. We have had the best of superintendents on the Danville division since he was promoted. Mr. A. D. Shelton was our superintendent for a long time, and I have heard men say he was too good to the men, but somehow the division prospered under him as it never had before, and trouble, real trouble, was practically unknown, and

today the Southern is financially soundest road in the South.

It is one of the few roads that not ask the Government to make any losses sustained during Government control. It is double track from Washington to Atlanta, uses the best equipment, and a wreck where men are responsible, even on single track lines, where traffic is heavy is a rare thing.

G. S. LANE, Div. 75

My Old Watch

Webster defines a watch as a portable time-piece. My watch is all of to me and more too. Constant companionship for more than 35 years 'mid storm and sunshine, danger and pleasure, has made my watch a companion.

My watch is pure gold, with no trace of baseness. It is full of jewels, indicative of warmth and love—not cold enough of them, to be sure, to satisfy our present-day fastidious railway managements, but enough to guide movement to deliver the correct time.

My watch has plain hands, not slender, delicate ones of the more modern time-piece, but good, substantial ones, capable of hard labor. Sitting by my night lamp at the close of a peripatetic day, on the sun-kissed shore of Long Beach, California, the upturned face of my watch speaks to me and carries me back in memory to bygone days. This watch that now looks into mine has not grown old and wrinkled with age, but is beautiful, serene and fresh, in its decorations of pink and white and blue-fretted gold, as when it first came to me, in the heyday of my life, when I was running extra on the old Illinois Central, in the fair land of Dixie.

My watch recalls to me the day when my name was enrolled at the bottom of a list of 70 engineers. Were I to look today my name would be at the top. Most of the 70 have made their last journey and gone to their just reward.

It also tells me of long trains on slippery rails, of leaky flues and boilers, of hot days and cold, dark nights. It calls to my memory cranky conductors, lazy firemen, arrogant superintendents, egotistical trainmasters, overworked master mechanics of olden days. It tells me, over again, of

and night in quarantine camps in times of epidemics, of long lay-outs caused by the torrential floods of the South. It recalls sad accidents, of warped steel, blazing wreckage and hissing steam, of the pitiful moans of the injured and hysterical cries of the frightened.

But the talking of my watch is not confined to recounting the tragic and sad, but more of the heroic, the happy and the gay. It carries me back to those happy days when I sat in the councils of our much loved Brotherhood in their national conventions.

It also reminds me of those days when the overalls were laid aside, the grime and smoke partially washed away, and we enjoyed the meetings of our Local Divisions, and of our union meetings, and not the least of which was our hunting trips in the great forests, and our campings beside the still bayous, under the shadow of the spreading oaks, where we were lulled to sleep by the hooting of the great owls and the howling of the wolves.

My watch also brings to memory the halcyon days of long ago, when under the magnolia trees I wooed and won the partner and joy of my life, of our struggles along the variegated but beautiful pathway of life, and tonight as she sits across the table from me, unmindful of what I am thinking and writing, her face is still as beautiful to me as in the days of our early romance.

The true and accurate heart-throbs of my watch, as it faithfully records the fleeting moments, talks to me not only of the past but of the present and the future.

I would not exchange my old watch for any other, however modern or expensive, for its honest face reflects so many scenes of bygone days, mind pictures that are a source of pleasure to me that is of priceless value.

S. W. TATE.

The Agreement Unfair

For the past year I have read quite a number of letters published in the JOURNAL relative to the Chicago Joint Agreement, and I do not think it is fair to the senior engineers. These have been the men who have been most instrumental in building up this grand old institution.

I will now cite you a case of my own, and I know that there are many others. On April 1, 1920, I was taken sick with pneumonia and was off 46 days during which time my run was protected by the swing man and extra men. I went to work as soon as I was able and made 368 miles, then I was pulled off to let the swing man make more mileage. That month the swing man made 5600 miles, while all I made in 60 days was 2000 miles, though being the regular assigned man on this run.

Now, Brothers, if I had laid off for pleasure it would be a different proposition. And why not let a fman make his mileage for the year, outside of laying off for pleasure, if possible for him to do so, and not exceed the maximum for the year, that is if he so desires, and instead of making any changes in the Chicago Joint Agreement, let us abolish it altogether at our 1921 convention in May. It has done nothing for the old Brothers and never will. GEORGE LAMONT, Div. 734.

We Should Wake Up

The March issue of our JOURNAL brings out a very vital point in the letter of Brother G. W. Smith, on page 187, on "Closed Shop," which question must soon become a live issue.

The B. L. E. is daddy to the transportation organizations, and we have always claimed the ability to paddle and steer our own canoe. After the other organizations started we tried to work in harmony with them, until we now find we are becoming a secondary factor as far as engine service is concerned, but a first consideration where responsibility is considered. But we don't need an absolutely closed shop in the B. L. E. Suppose we open the door to the promoted man six months after date of first day or trip following promotion, and not charge him any initiation fee, but limit his time to one year to pay it, and take his seniority rights to run from the time he joins the B. L. E. We have the right to settle his grievances, and do everything for him as an engineer, before he joins, whether he is a B. of L. F. & E. man or not, and I believe we should control his seniority to the extent that if he goes out of the B. L. E. he forfeits his senior rights.

This is how it would work out. Here is Bill Jones, a six-month engineer; Tom Brown, sixteen-month engineer; Ed Smith, six-year—No Bill—and Jim Ryan, just hired as an engineer. Bill Jones came in on time, he is first on the seniority list; Jim Ryan was in and got fixed up for work right behind Jones, he is second on the seniority list; Tom Brown, laying down on the job, is third out on our list if he joins now, and if he doesn't he and Ed Smith can appoint themselves a committee of two and take what is left after B. L. E. men have been placed on jobs according to their preference.

It is not my intention to knock the B. of L. F. & E., as I honor that order for what it does for the firemen's interests, but I can not see where it applies in any way to the engineers.

The engineer's rights to seniority was gained through the B. L. E. alone, and we still have a claim to those rights and should boost that claim.

In this way we are not closing the shop and will not lock any doors, or work any hardship on the railroad companies, as they will not be troubled with keeping up engineers' seniority lists. This should be handled by the B. L. E. If the B. L. F. & E. want to take care of the engineers' rights who prefer to stay out of the B. L. E. they can do the same and take the left over runs not bid in or preferred by the B. L. E. engineers. So many young engineers stay out of the B. L. E. on the thought and advice they pay a little higher for insurance in the B. L. E. That is true to a certain extent, but it is due to the fact that we are compelled to pay the face value of practically all policies we write up, while in the B. L. F. & E. they get the man in the prime of life, have him a few years, then he either quits or comes into the B. L. E., and we finally pay him his insurance.

Now, we don't need the Chicago Joint Agreement, nor do we need to pull away from the B. L. F. & E. either. What we need is an agreement between the B. L. E. and B. L. F. & E. and the railroads.

As to the mileage limits I would say that as long as the B. L. E. is unable to get a monthly minimum for the engineers marked on any working list or extra list, there should be no specified

limit to our mileage until we can be compensated at a rate above a painter, bricklayer or plumber, and overtime and Sunday work paid on the same basis as theirs. The pay checks shown at times by executives to offset arguments higher rates of pay should not embarrass us, for there is no comparison between our work and theirs, as the effect of our work through irregular hours and long trips is more wearing than that of a government mule.

If our next convention still concludes that it is best to limit mileage let us make it a B. L. E. law and apply it to ourselves instead of having our firemen tell us over the boilerhead when we have to lay off, while he at the same time may have more pay coming than we have.

J. N. WEAVER, Div. 37

Food for Thought

That the next convention will annul the Chicago Agreement looks like the best bet of the day. The Journal has letters from every section of the country, some favorable and more some not, but we can't tell whether they express the sentiments of the membership or the individual in their particular situation, but it is pretty safe to assume the latter. It doesn't require very much perception to observe what the majority prefer when it comes to mileage. I have been an advocate of low mileage all my life, but was never able to arouse any enthusiasm in several places I have worked, and if men won't do themselves to be convinced by argument they won't stand for legislation either. When a new set of runs is bulletined, the first consideration is what will they pay, and if there are some on which five or six thousand miles can be made, they will go to the top of the list, but a 100-mile job will not have many bidders.

No doubt the convention will take some substitute action, and it looks like about the only thing to do is to make a maximum instead of a minimum on the assignment, but whatever they do they better "watch their step" as the "mileage bandits" are hard boiled things don't go to suit them they become delinquent in dues and insurance and some get real mad and do the

worse thing, ask for a withdrawal and let the B. L. E. go hang. A good many have done that already, but the B. L. E. didn't hang yet, and is still protecting their seniority rights for them and getting them an occasional raise of pay and a lot of other good things, that if they were real men they would be ashamed to accept.

A good many have written about insurance, but none has advised a cash value for endowment or term policies, one of the most alluring features about the old time companies. I have had several policies mature but that was always what got me started and you can take it from me, Brothers, the most comforting thing you can experience is to know your family is being protected, and at the same time you can take your policy and go down to the office and get a few hundred any old time it suits your pleasure.

J. BALENTINE, Div. 161.

Some Pertinent Eleventh Hour Remarks

From reading the many articles appearing in our JOURNAL on the Chicago Joint Agreement, it is evident that the engineers are looking to the 1921 convention to make some radical changes, and while I have always been opposed to this Agreement, as we understand it, I am not in favor of abolishing it.

There can be no harmony among men working under a joint partnership or agreement when one of the parties thereto feels he is supplying all the capital and the other is getting all the dividends, and this is the principal reason why this Agreement is so unpopular with the engineers. That this statement is true no better evidence is needed than the fact that all the objections come from the engineers. We never read anything contrary to it in the *Trainmen's Journal*. We never hear a fireman whisper a dissenting word against it. He has no cause to. He puts up nothing, loses nothing and has all to gain by it.

The engineers agree to a mileage restriction which is no little sacrifice to the younger men, and since the firemen profit by that it would only be fair that they give up their claim to the hostling jobs so the engineers who are unable to stand the road work will not have to go on the scrap heap.

The mileage rule in the Agreement appears to draw most of the criticism. However, I believe that 90 per cent of our members are in favor of a mileage limitation because such a rule is the finest kind of democracy, and because the time is at hand when we find that we can make a fair living without working day and night to do so. It is true that many of us do not draw many more dollars per month than we did ten years ago, but we are making a good many less trips and are having time for something beside work. However, this rule needs some changes. The maximum mileage for passenger and preferred freight engineers is not only fair enough but the rule is so constructed to permit adjustments to be made so that such engineers can depend on a predetermined income each month. This is not true of the chain gang or irregular freight service. Obviously no man can predict what the chain gang will develop each month. Many times there are several hundred miles' difference in the earnings of the engineers, therefore if the average is 3200 miles, there will be some men who draw much less, whereas, if the average is 3800, there will be some who will get much more. One objection is as bad as the other, except that the man who made less than 3200 miles suffers a financial loss.

I believe the rule can be changed to overcome this. First raise the minimum mileage to 3500, require the men to lay off when 3800 has been reached, and provide a way to penalize them if they do not comply. Some will object to this plan by saying that all the laying off would occur on the last few days of the month and require the use of emergency men. This defect can be overcome by giving each crew a different 30-day period in which to make its mileage. The laying off then, if any, would be alternated and equally distributed to the extra board. What I say of the chain gang is true of the extra board. Change the rule so relief can be given promptly when business slumps.

In conclusion I will say that I prefer to see the coming convention remedy its faults, but not abolish the agreement. Where is the man who can justly criticize our pension laws, our insurance laws, our constitution, or standing

rules? Where is the man who would say, "Tear down the sky scraper" or "Close up the bank"? Let us not admit that upon this proud record of worthy achievements of the B. L. E. we must write even "one failure."

E. C. PLUMMER, Div. 674.

Live and Let Live

"Every effort should be made to divide the mileage so every possible man can at least make a living."

"No man should, under any circumstances, be permitted to exceed the maximum mileage."

The foregoing is the message Grand Chief Stone sent to the membership. I heartily endorse it and say we should even go farther by keeping our earnings down to the minimum during the present depression of business. Here in Trinidad, Colorado, on the New Mexico division of the Santa Fe, each man has agreed to lay off one day each week so that the extra men may earn a living wage.

If men can make \$250 per month they should be satisfied until business again becomes normal, otherwise they will be violating the spirit, if not the letter, of the laws of the Brotherhood.

At the present time it is useless for the unemployed to look for work as there are no jobs of any description. Think it over, Brothers. Would you be willing to help the unemployed and still make a very good wage yourselves? If you would I think you would be doing everything in your power to help these men of our organization.

I venture to say that some men now cut off have fired an engine a great many years and their physical health does not permit them to still hang on to the business end of a scoop shovel. For an example, I myself, out of the 16 years in this service, fired an engine approximately 14 years. Put yourself in my place, and to be honest, would you be willing to fire an engine longer? However, I am not making this plea for myself, as I am still able to do this, but there are others who are not really able to handle the duties of a fireman, but still it is either this or no work at all, and it is for these Brothers I am appealing to you for help.

"United we stand; divided we fall."

IRA OLDHAM.

In the Spring

We're happy now that summer's nigh
And there are several reasons why.
We're glad the skies again are blue,
That balmy are the breezes, too,
And that the summer trains we've dra'
Through the long winter 'til we're fag
Seem lighter, as the hills we climb,
Because it's just like summer time.
The plowboy in the fields again
With longing views the passing train,
And in his thoughtful, wistful look
We read his thoughts, as if a book.

The scenery, too, along the line,
Is taking on an aspect fine;
The early wild flowers, sweetly gay,
Bedeck the rugged right o' way,
And every busy brook and rill
Strive each its mission to fulfill,
While birds and bees flit there and be
Happy that summer time is near.
Another reason I recall,
Soon we will hear the cry, "Play ball!"

And yet, with all this beauty rare,
The birds and flowers and balmy air,
And tho' the rippling of the rills
Our senses so with rapture thrills,
And tho' with summer tonnage train
We make the running time again,
The fact remains, the law of man
Prevents completeness of the plan,
For nowhere in this prospect fine
Do we behold the "Bock Beer" sign.

JASON KELLY

Suggestions for the Convention

In the past six or eight months have taken great interest in reading letters in the JOURNAL on the Chicago Joint Agreement and the different opinions expressed, and while I agree with some of them that the engineers should run their own business, yet there are some articles in the Chicago Joint Agreement that should be maintained, one in particular, the mileage limitation, while I admit this may work a hardship on some, we should be calm and patient and remember that we are not the only ones in the Order to make sacrifices for the B. of L. E. If the early pioneers of the Order had not made many sacrifices we would not have the Order that we have today. I know of a fireman who in August, 1920, made over \$4000, I never heard what the engineer made. Now, Brothers, there is nothing to be gained by will bring us to our knees as quakers do, the big mileage, for the public interest is against us. You cannot convince or impress upon them the necessity of hours you worked to get that check. All they consider is the

money. The majority of labor trades today work 192 hours per month, while we work probably 400. Why should we have to work two months in one to make a living? But we will have to do so, so long as we make the big mileage.

The General Chairman should be elected by the individual members, not by the General Board, for this reason. A delegate may be representing a Division of 100 members, while three delegates represent probably 60 all told, yet those three have three times the voice in electing the General Chairman that the delegate representing 100 members has. This is not fair, and the only way to elect the General Chairman is by a referendum vote, as it is the individual member who has to pay his salary, and why should he not have a voice in saying who is going to be elected?

In the last two or three conventions a great many business propositions were put through, namely, the pension plan, the accident insurance and the banking proposition. While all those things are mighty good things to have in the Order, yet it seems to me that in putting through so many business propositions that the convention has forgotten about the man on the engine, and therefore, let the 1921 convention go on record as being for that purpose. First of all, there is the filthy condition of the cabs and not a proper place to store clothing or lunches, and all the steam valves which the engineer has to operate are placed on left-hand side or up on top of boiler where you have to crawl in to operate them, when with a little forethought on the part of those constructing them they could all be placed in reach of engineer's side, and, as a rule, they crowd in all the piping that is possible on engineer's side until (as Bro. Jason Kelley puts it in one of his comic letters in March JOURNAL) you have got to be nearly "as thin as a side of bacon to slide into engineer's seat."

There is no class of labor in the world today that suffers as much, year in and year out, from dismissals as the railroad men. Is this because we are all dubs? Not at all, but because of the great responsibility the railroad man has to carry, and while we admit that railroads cannot operate successfully without using discipline, yet there is a

difference between discipline and what might be termed capital punishment, and it is only when a man proves himself to be an absolute failure as a railroad man that he should be dismissed, as they have absolutely no guarantee that the man who takes his place is not going to make the same mistake or probably a worse one, and I think there is nothing that the convention could do today that would be of more benefit to the individual member than to have this severe discipline reduced.

I heartily agree with Bro. J. A. Jagoe, C. E. Div. 132, in his letter in March JOURNAL, page 196, wherein he states that we should have two Grand Officers in Canada. I will go a little farther than Brother Jagoe and give my reason for saying so. If I am not mistaken, we have at least ten A. G. C. E.'s, one in Canada and nine in the United States. In Canada our membership represents about one-tenth, and nine-tenths in the United States, and so far as the numbers are concerned it is evenly divided, but when we take into consideration that our A. G. C. E., namely, Bro. Ash Kennedy, has to cover nearly as much territory as the other nine, it is unfair to expect him to do so. So, let us have another A. G. C. E. in Canada.

I also agree with Brother Jagoe when he says that the Grand Officers should be superannuated. Why should we keep them in the harness longer than the railroad company, with which they spent their youthful days, would have kept them? I would suggest that at this coming convention each Grand Officer who has reached this age be given the option of his pension from the Brotherhood or continue in office.

I hope some delegate at the convention will cast his eye on these few suggestions and boost them.

P. B. L., Div. 355.

At the Throttle

Society owes a debt to the locomotive engineer which it seldom takes time to acknowledge. Only on rare occasions public attention is called to some man at the throttle and for a moment homage is paid one whose steadiness of nerve and obedience to duty has saved the lives of thousands of passengers and

contributed to the comfort of communities.

Here is "Bill" Bevington, for instance, who for 46 years has run an engine over the Big Four into Cincinnati. He retired last week and when he pulled his express train into the union station—on time as usual—at the end of his last trip, a reception was tendered him on the greasy platform of the terminal. The locomotive had been decked with flags at Indianapolis and "Bill's" express had streaked through the country like a comet.

The average passenger riding in luxury gives no thought to the man in the cab ahead whose mind must be alert, whose judgment cannot err, in whom but a moment's lapse of attention might mean tragic death to the indifferent passenger and to a score of his fellows. With hand on throttle, with eyes fixed on the myriad of signals ahead, with mind on his orders and no thoughts for his own comfort or convenience, the engineer holds the lives of thousands in his keeping.

So, when "Bill" Bevington came to retire, memories of his long service

came back to men who had never the trouble before to give him a word of cheer. Forty-six years is a period in railroading. Innumerable innovations have come to lighten to speed up service and increase in travel. But through them a personal equation remains the dominant factor in safe transportation. The hand at the throttle is greater than the signal devices, interlocking switches, the most elaborate protective machinery, for he dominates them. Without his alertness they fail.

There are many "Bill" Bevingtons pulling express trains here and there over the country and reaching terminals on time. Only occasionally do we pause to pay one tribute.—*Land Plain Dealer.*

President Wilson was awarded the Nobel Peace Prize which carries with it a grant of \$40,000, which is one-fifth of the annual interest on about \$9,000,000 bequeathed for that purpose by a Swedish scientist. Theodore Roosevelt, Elihu Root are the only other Americans who have received the prize.



SASKATCHEWAN PROVINCIAL LEGISLATIVE BOARD

If We Cannot Revise the Agreement We Should Abrogate It

The many articles on the subject appearing in the JOURNAL recently may be regarded as a referendum vote on the Chicago Joint Agreement, which is decidedly against its continuance.

The writer will add his opinion by saying that unless the Agreement can be modified in a way that will eliminate its bad features, those that have caused so much contention between our members, then it should be abrogated as a whole. I am of the same opinion of so many others of our members, that the engineers are perfectly capable of attending to their own business without the firemen's assistance.

One of the faults of the Agreement I would especially call attention to is the wide difference between the mileage allowance of the pooled and the extra engineer, when for every good reason these Brothers should be on as nearly an equal basis as to earnings as is possible to put them. Among these reasons, that of equal cost of living stands out prominently, but the fact that the extra man must contribute as much to the support of the organization, and that the extra service is not a temporary one as in former years, when the railroads had a locomotive for nearly every engineer, but a regular job at which men work as high as ten and fifteen years, is another good reason.

The mileage limitation is a good feature of the Agreement, and it is my belief that if there had formerly been a reasonable restriction on mileage instead of letting the sky be the limit, there would have been no Chicago Agreement, because the mileage limit is the foundation upon which the Agreement is built.

We need just such a limitation to curb the selfishness of human nature, but we can and should provide for it ourselves, and in all fairness I can say I cannot see how it could be objectionable to any fair thinking man.

MEMBER DIV. 733.

It Would Not Be Fair

There is a movement in Chicago on the C. & N. W. R. R., by some members of Div. 683, B. of L. E., to seek the restoration of the seniority rights of

engineers who lost same through participating in the illegal strike of April, 1920, and the question is being voted upon at the present time as to whether the delegate representing Div. 683 at the Third Triennial Convention should request the convention to seek the restoration of their seniority rights. The safety of the men who stayed at work during this strike was menaced by the activities of these strikers at all times, as they were slugging men at every opportunity, and even hired professional sluggers to attack us, and several men had to undergo operations account of the mistreatment received from these sluggers. I was myself shamefully abused by one of these striking engineers, May 20, 1920, in front of a score of people. These men that were on strike denounced the B. of L. E. as much as possible by words and actions, and are ready at any time to take B. of L. E. men's jobs should there be an occasion. I do not think it would be doing justice to men who stayed at work to restore the outlaws to their former standing on the seniority roster.

ONE WHO STAYED.

Would Merge the Firemen and Engineers

In order to avoid the friction between the engineers and firemen, which the railroads are not slow to take advantage of and even at times try to increase, I would suggest that the two organizations be merged into one. This would not only make for peace and harmony among the enginemen, but it would afford certain economies that would men a saving of thousands of dollars each year. This could be arranged by having two degrees of membership in one order; the firemen to have the first degree, the engineers the second.

Such a plan would enable us to get along with one general committee, with one insurance and pension association, one monthly publication and one set of Grand Officers. There may be grounds for serious objection to such a plan, but if there are, it would be well for some of the members to present them in the columns of the JOURNAL.

H. I. TRAMBLIE, Div. 623.

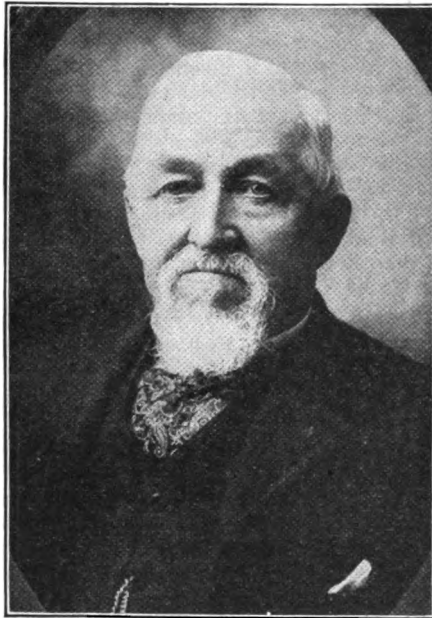
BOOST THE PLUMB PLAN

HONOR ROLL

Under this head will be printed only photographs of members who have received the Honorary Badge for forty years' continuous membership in the Brotherhood, together with a brief history of their railroad careers. In the case of members who have been retired from service on account of the age limit, their history alone will be printed.

A Real Pioneer Engineer

Resting from the hard work of nearly a century, there resides at Janesville, Wis., one of our Brothers whom I think to be the oldest, or one of the oldest, liv-



Bro. John C. Fox, Div. 710

ing locomotive engineers in the world. His longevity is not due to a life of ease, for he has experienced some of the hardest knocks of railroad life. And I think this veteran once told me he was paid but \$68 a month. If one breathed such a thing as overtime to a master mechanic in those days, he would be considered a revolutionist, and his days running an engine would be short. So, one may see from the above what a snap we of a younger generation have as compared to the ones who were here before us. Thanks to our Brotherhood, and too much credit cannot be given to those pioneers who have brought the position of engineer up to what it is

today. Notwithstanding the coming of some of our young engineers if they will compare their lives with those of the engineers of former times they will realize theirs is a gentler job in comparison, and this has been brought about by the order of course of events but by hard labor and money, of the Brothers who were here before us.

Bro. John C. Fox, the subject of this sketch, was born in Staffordshire, England, July 29, 1827, coming to America Oct. 1, 1851. He went to work for the old Milwaukee & Mississippi Railroad Company Oct. 16, 1851 (70 years ago). At that time it was the only railroad in the State of Wisconsin, and was a distance of 16 miles, Milwaukee to Waukesha. His first work was to be in laying track, west of Waukesha, then was put on as a fireman on the No. 1, and as he had had previous experience in machine shops and locomotives in England, the company put him in charge of the third engine in the winter of 1852. He ran in passenger and freight service except for a short period when he worked in the machine shop. In April, 1866, he was sent to Janesville, Wis., as roundhouse foreman, which he had to do in addition to his duties as an engineer. He ran the short run between Janesville and Beloit and afterwards held another position on the run between Janesville, Beloit and Rockford. Later on the Mineral Point branch was acquired by the C. M. & St. P. and they extended their lines to connect with the Mineral Point R. R. Brother Fox was given full charge of the branch in 1881 as general car and locomotive foreman of the consolidation, which was called the Mineral Point division. He also took in a branch from Janesville, Wis., to Rockford, Ill. He held this position until retired on a pension in October, 1908.

Brother Fox became a member of the Brotherhood of the Footboard of Locomotive Engineers in 1862, which organization was changed to the Brotherhood of Locomotive Engineers. Div. 710, located at Janesville, is named in honor of Bro. J. C. Fox.

Every employee who ever worked for the Brotherhood Brother Fox looked upon him as a father and a friend and he was always there to help his men out in their time of need. Although his way at

would appear abrupt (a characteristic of his race), his heart was always kind and true, and the friendship of Brother Fox was real.

Brother Fox is now in his ninety-fourth year and although compelled to use a wheel-chair, his mental faculties are still the best and nothing pleases him better than to have some of "his boys" who worked under him in days gone by come and visit him for a while. We earnestly hope Brother Fox may live to reach the century mark, and then some.

Brother Fox has voted for every President since 1851, and needless to say his Americanism is of 100 per cent quality.

G. W. B.

Bro. F. F. Minard, Div. 122, Retires

Brother Minard entered the service of the Grand Trunk Railway System as wiper, Feb. 9, 1877; was classed as a fireman July 9, 1879; was promoted to engineer Jan. 1, 1883. He ran through freight on Chicago & Grand Trunk, now the Grand Trunk Western, up until 1894, when he was assigned to the St. Clair Tunnel, in charge of the first steam tunnel locomotive, and had the honor of taking the first train through the tunnel when it opened for business, October, 1891.

He ran steam locomotives continuously up to the time of the electrification of the tunnel and was then assigned to an electric engine, which he ran up until the time of his retirement, Nov. 1, 1920.

His record with the company is one to be proud of. Brother Minard was delegate from Div. 122 at Harrisburg in 1912 and at Cleveland in 1915.

On Feb. 4, 1921, B. of L. E. Div. 122 and G. I. A. Div. 8 gave a party in honor of Brother and Sister Minard, at which time he was presented with a ring with the emblem of the B. of L. E. and Sister Minard was presented with a beautiful bouquet of flowers. There were about sixty couples present. A supper was served by the Ladies' Auxiliary and dancing was enjoyed.

Brother Minard has always been an active member in the B. of L. E., having filled the positions of Secretary and Treasurer and Insurance Secretary for a period of 19 years and Chief up to the time of his retirement. At present

he is Chaplain of our Division and is a man well liked by his associates and friends.

The best wishes of the members of Div. 122 and G. I. A. Div. 8 are extended to Brother and Sister Minard.

JOHN M. WHITING, S.-T. Div. 122.

Notes from Div. 178

Not having seen anything in the JOURNAL for several years from Sedalia Div. 178, I am tempted to send you a few lines. Our Division is doing nicely and the best of harmony prevails among us. Like many other Divisions, we could wish for better attendance. We were favored with the presence of our A. G. C. E., C. D. Johnson, a few days ago. He dropped in on us very unexpectedly after sending us a telegram that has not been delivered yet. His presence was soon learned, however, and a special meeting was called at once. Brother Johnson imparted lots of valuable information to us, and we enjoyed his visit very much. We, of Div. 178, believe Bro. C. D. Johnson is a very capable official and the right man in the right place. Come again, Brother Johnson, you will always be welcome to our midst and our homes.

We have a Brother that wears his 40-year membership badge, that has retired from the service of the Missouri Pacific Railroad after about 36 years' continuous and successful service and has been placed on the railroad company's pension list. His name is J. Fred Williams. We all wish him well and hope he will live long and happy to enjoy his much deserved rest and usefulness to the B. of L. E. We feel and know that he will never go back on us, as he has demonstrated in the past what he thinks of the Brotherhood.

Believing that his life and history on the railroad would be interesting to many of our Brothers, I asked him to write the letter which follows here.

C. W. GOODWIN, S.-T. Div. 178.

SKETCH OF LIFE OF BRO. J. F. WILLIAMS, DIV. 178

I am writing the following sketch of my railroad career in response to a request from Bro. C. W. Goodwin, Secretary and Treasurer, Div. 178.

You have certainly asked me to do

almost the impossible, Brother Goodwin, for I will have to write altogether from memory, and when we dig down in memory's storehouse we sometimes forget some important facts. However, I will endeavor to give you a brief sketch of my experience on the railroads. I began on the old L. & B. R. R., now a part of the D. L. & W. system, at Pittston, Pa., switching in the yard or rather on a mine engine. We were classed as brakemen at that time. From there I went to the L. V. R. R. as brakeman between Fairview and Packerton, where I stayed until promoted to fireman between Pittston and Waverly, N. Y. From there I went running for the Lackawanna & Susquehanna Coal & Iron Company and was initiated into the mysteries of the B. of L. E. at Scranton, Pa., in 1877. I tell you, things looked very blue at that time, for the D. L. & W. had posted notices that all engineers must withdraw from the Brotherhood or resign on or before Dec. 31, 1877, and my name, with a few others, went with the charter to Cleveland, as there were not enough engineers working to hold it. My first job after leaving Scranton was digging coal in a 28-inch vein at Ouita, Ark. From that I worked as laborer for the Hopkins Bridge Company, building bridges on the Little Rock & Fort Smith Railroad, now part of the Missouri Pacific; from there I went to the building of San Antonio & Aransas Pass Railway, so I left Corpus Christi and settled down at Sedalia with the good old Missouri Pacific, running between here and Kansas City. I stayed with the latter road for six years. My membership was placed by the Cleveland office in Div. 182 at Little Rock. When I came to the Pacific I was transferred to Div. 81 at Kansas City. When the Atlanta convention ruled that all members must hold their membership at the home division point, I was transferred to Div. 178. In 1886, when I was marked on the "board" at this point, I was the sixtieth man on the list, and now on my retirement I am the fourth, Brothers McLure, Raymond and Frick being the senior engineers, although not the oldest in years.

I was admitted to the Brotherhood just in time to pay the last assessment on the benefit for the Boston & Maine strikers and the first for the Phila-

delphia & Reading strikers. I never missed or been excused paying every month's dues and assessments during the nearly 44 years of my membership. I love the Brotherhood for what it has done and what it stands for today. I rode in an old boat when it barely weathered a storm, but finally rode over the boards, crossed the bar and rode in pleasant waters for a good many years, don't think that all your troubles have been passed, for it behooves every motive engineer to get busy and preach as well as practice the social deal and to treat the other fellow as you want the other fellow to treat you.

The world was never confronted so many problems as it is today. We all know what co-operation has accomplished for us in the past and if it is possible for us to get together with managements of the greatest of all industries, the railways, we could bring about a closer and better relationship than we have ever enjoyed and I am in hope that in the not so distant future some influence will be brought about co-operation between managements and employees. Brother Charlie, in writing this letter it is utterly impossible for me to convey to you the hardships I have endured the past twelve months in working myself up to the point of asking for retirement and pension, and I hope you will never have to undergo the same experience. I want to say in concluding this letter, during my 34 years' experience in my relationship with the officials of the railway has always been the most cordial, and the good old Missouri Pacific has been better to its employees than we have been to each other.

J. F. WILLIAMSON

Bro. J. J. Casey, Div. 861, Honor

Bro. J. J. Casey, Div. 861, Spokane, Wis., who owing to permanent physical disability, recently retired from service, was honor guest at a surprise party given for him by members of Divisions 861 and 369, and some of many friends, at which he was presented with a fine leather rocker token of the esteem in which he is held by the people in this section.

Brother Casey was born in Pottsville, Pa., April 17, 1865, and commenced

railroad career as a section hand on the New York & New England Railroad in 1881. He started firing April 17, 1886, on the same road; was promoted April, 1890, and dismissed May, 1890, for exceeding the speed limit. He was then hired as engineer on the Buffalo, Rochester & Pittsburgh Railroad, June 15, 1890, and dismissed in 1891 on account of reduction of force, caused by dull times. He ran an engine for Mr. Caughlin, contractor, on what was known as Nunnery Hill, Somerville, Mass. From there he went running on the Chicago, St. Paul, Minneapolis & Omaha Railroad on Oct. 22, 1898. On Dec. 12, 1920, he was taken sick and in a short time was declared permanently disabled and placed on the pension roll of the railroad company and that of the Brotherhood also.

Brother Casey, who has always been active in Brotherhood circles, joined the B. of L. F., Lodge 57, Boston, Mass., as a fireman, and as soon as eligible was initiated in Div. 205, B. of L. E., at Hartford, Conn. He was elected F. A. E. and held that office until transferred to Div. 254, Bradford, Pa. He transferred later to Div. 439, Boston, Mass., and from there to Div. 369, St. Paul, Minn., where he was elected and served as Local Chairman. In order to take this office he had to withdraw from the B. of L. F. & E. after a membership of 18 years. When Div. 861 was organized he became one of its charter members. Brother Casey retires with the good will of all who knew him.

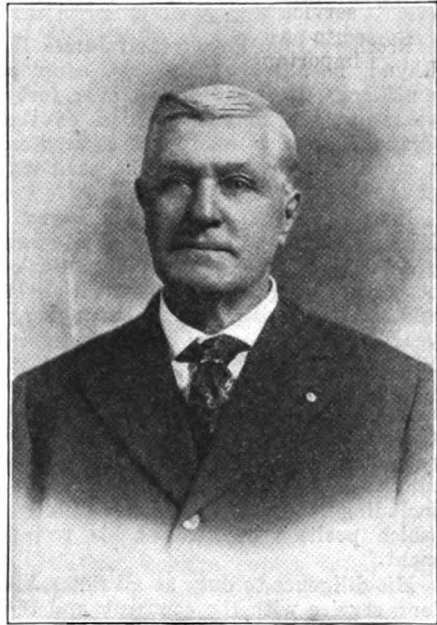
D. G. COOKE, S.-T. Div. 861.

Bro. Charles Trimble, Div. 19, is Given Honor Badge

The members of Div. 19, together with their ladies, met in the Division room recently to confer upon Bro. Charles Trimble, one of its veteran members, the highest honor within the gift of the Order by presenting him with the honor badge, a distinction conferred only upon those who have been members of the Brotherhood continuously for 40 years, and Brother Trimble is the first member of the Division to merit that honor.

The beautifully engraved badge was presented by Bro. James Duncan, who delivered a eulogistic talk, expressing the high esteem in which Brother Trim-

ble was held, reviewing his career as an engineer and citizen and stating that men of his high character brought credit upon the Organization which occupies such a conspicuous position in the world of labor. Brother Trimble, in responding, gave an interesting resume of his half century upon the rail. Starting as a fireman upon the T. P. & W. in 1871, he went to the Chicago & Alton two years later and has been with that company ever since. Brother Trimble in his 50 years of railroading has traveled approximately 2,000,000 miles, or 80 times around the globe. He is well preserved, and retirement is doubtless



Bro. Charles Trimble, Div. 19

a long way in the future. He told his audience of the early struggles of the Brotherhood, of the final establishment of seniority, and the other changes that have been recorded not only on the Alton but in the Order since the days of the wood burner. The reminiscences of the veteran proved to be one of the most interesting features of the evening. After he had concluded, there was an enjoyable program, which included a reading by Lorine Pindell, a vocal duet by W. Foley and E. Stickel, with the accompaniment of Dick Barry's quartet; a reading by Iverne Hoffman, a reading by Vera Nicol, a read-

ing by James Duncan, a duet by Bro. Elmer Wersch and daughter, and talks upon the good of the Order by Gordon Childers, General Chairman, Al Anderson and William Hoffman. After the program there was dancing and cards, and refreshments were served, rounding out one of the most enjoyable events in the history of the Division and Ladies' Auxiliary. Present from out of the city were Bro. John Metz of the Joliet-Chicago runs and Bro. Robert Airey of the Dwight-Peoria runs.

Div. 19.

Two Veterans Retired on Pension by the Grand Trunk Railway

Brothers John Sheehy and James H. Rhynd, members of Div. 68, after a continuous service covering over forty years on the middle division of the Grand Trunk Railroad, were retired on a substantial pension by the company at the age of 65.

Bro. J. Sheehy was born in Detroit, Mich., on June 1, 1855, and at the age of 16 engaged with the company as call-boy; was promoted to fireman in 1874 and handled cordwood as fuel for many years, being promoted to engineer in 1880 and assigned to pulling freight on the loop line of the Grand Trunk, then moving to London, continuing on in freight service until 1900, when he was promoted to passenger service, handling all the important trains on the system, including the International Limited, which position he held at his retirement.

His diligence to duty at all times, his long service with the company and the active part which he took in all matters pertaining to the welfare of his fellow associates have paved the way to an honored age and a well-deserved rest. Brother Sheehy held the position of Chief Engineer of Div. 68 and represented the Division at the meetings of the G. C. of A. and always has taken a keen interest in the Division matters. He was one of the pillars of Div. 68 and his counsel and advice were sought for by many railroad men in this vicinity. He always responded in a cheerful and gracious manner and although now on the retired list he never misses attending the meetings of the Division. During the many years he served the company he never had a break in the

service and never happened with accident of a serious nature.

Bro. James H. Rhynd was engaged at Hamilton in charge of general manager's car, May 1, 1880, on the Grand West, and promoted to fireman in November, 1882, and assigned to the position of engineer in November, 1890. His management recognized his ability and worth as an engineer and although yard service at Niagara Falls for many years, they grasped the first opportunity to promote him to passenger work and finally he was transferred to the important runs between London and Windsor. He continued on in this service until his health failed in 1920, when the Grand Trunk graciously retired him.

Brother Rhynd when first moving to London immediately arranged to join the ranks of Div. 68 and always took a keen interest in Brotherhood affairs, being a constant attendant and an ardent admirer of the B. of L. E. His record as an engineer is without blemish and he never had a break in the service of the company.

The members of Div. 68, while attending their annual ball and supper on Jan. 18, thought it would be an opportune time to recognize the worth of the two retired Brothers, more especially on account of the Grand Trunk recognizing their long service by retiring them on liberal pensions, and in this way a handsome easy chair for each was secured and presented to them as a small token of the high esteem and deep regard we hold for them.

The presentation was in charge of Brother Grieves, who introduced the two Brothers to the gathering and briefly outlined their railroad history. Then Superintendent C. F. Forrester of the Grand Trunk middle division called and gave a short address, covering the period in which these two veterans had been associated with the company in this territory. Dr. Steven Labor candidate for London, also addressed the gathering and expressed admiration for the splendid record of the two Brothers had made for themselves. All honor and glory was due these old-timers, for they had never failed in their duty, although their duties were the darkest of nights battling against raging storms and the wintry bitter blasts, they still pressed on

their terminal, their only thought being to fulfill their duty.

For this and other good reasons they had gained the confidence of their employers and the love and respect of their fellow men, and though like those veteran Brothers we have been pleased to honor on this occasion, many of us are on the sunset side of life, we will carry with us in our remaining years a pleasant memory of their friendship, their companionship, as well as of the evening when it was our pleasure to show them the honor they so well deserved.

JAMES GRIEVES,

S.-T., G. C. of A., Grand Trunk R. R.

Promotion of Bro. Geo. A. Kell, Div. 89

Bro. George A. Kell was born in Montreal, Canada, on Oct. 7, 1861, and began railroading in 1876, his first step being that of fireman on the Grand Trunk Railway. In 1885 he qualified as an engineer and became a member of the Brotherhood in Div. 89 in 1890.

From the beginning of his career as a member he took a leading part in the affairs of the Division and in 1894 was elected Chairman of the Local Committee, and in this position he continued until 1911, during which time he attended every convention of the Grand International Division as the representative of Div. 89. He was elected at the Ottawa convention to the executive office of First Grand Assistant Engineer and held same until the Milwaukee convention. At the California convention he was made a trustee of our Insurance Association. Popular with his fellow members and always interested in our general advancement, it cannot be wondered at that eventually the Grand Trunk officials decided that the services of Brother Kell were required in an advanced capacity. In 1911 he became passenger traveling engineer on the eastern lines of the system and held this until 1921. At the very commencement of his official term as traveling engineer he became a member of the Traveling Engineers' Association and regularly attended the conventions of this body. At the annual convention of 1919 he had the signal honor of being elected to the position of president for the 1919-1920 term, being the first Canadian engineer ever attaining that

distinction. At the beginning of 1921 the Grand Trunk Company advanced Brother Kell to the important position of safety engineer over the entire system.

Brother Kell has advanced so rapidly that today finds him in the prime of life and with the prospects of many years of valuable service before him. While his duties prevent him from taking an active part in the deliberations of old "99," he is still one of our boys and there is not a member of the Division but feels a sense of pride in his achievements and wishes him every success in his career, with years of health and strength to enjoy the work for which he is so well fitted.

S. LEES, S.-T. Div. 89.

Bro. George B. Dougan, a Veteran

We believe here that Div. 598 has the distinction of having the oldest member of the Brotherhood on its roster in the person of George B. Dougan.

Brother Dougan has not been actively engaged in railroad work since 1892, yet he has not only retained his membership but has always taken an active interest in the work of the Division and in that of the B. of L. E. in general. Brother Dougan attends Division meetings often and his wise counsel always gets a hearing there. He is the type of man who built up our Organization, and knowing his sterling character as we do, we can understand why the work of building was so well done.

Brother Dougan enjoys fairly good health for a man 78 years of age, and one of his greatest sources of pleasure is to receive visits from some old Brothers of the long ago, so if you have ever known him, do not pass through the city of Richmond, Ind., without paying this grand old pillar of the B. of L. E. a visit.

Brother Dougan was the first member of the Brotherhood to receive the honorary badge for 40 years' continuous membership in the Brotherhood. In relating that experience before the Veterans' Association of the Pennsylvania System, he said he was so taken by surprise that he cannot recall what he said on that occasion; he only recalls that it was one of the happiest days of his life. We have before us an extended and interesting address deliv-

ered by Brother Dougan before the Pennsylvania Veterans' Association, a history of the development of the railroad in early days, which is full of interesting data and personal experiences of Brother Dougan. His record as a B. of L. E. man is as follows:

Made member of the Brotherhood of Footboard, Sept. 23, 1863. Received honorary gold medal, 1910. Fifty-five years a member of the B. of L. E.

F. D. Root, C. E. Div. 598.

Some Wonderful Fibs of Bygone Years

The Round Tower at Newport, R. I., claimed to be associated with the viking days—a view in which Longfellow concurred—had no such association; is but an ordinary prosaic windmill of no historical importance.

Constantine was not quite the saint history terms him, for he murdered his wife, one or two of his sons, and a goodly number of his relatives. A Christian only in name, he knew little or nothing of the religion he professed.

Columbus did not make an egg stand on end to confute his opponents. The feat was performed by Brunelleschi, the architect, to silence critics who asked him how he was going to support the dome of the Cathedral of Florence.

The blood of Rizzio, Marie Stuart's favorite, cannot be seen on the floor where he was murdered by Darnley and the other conspirators. What is visible is a daub of red paint, annually renewed for the delectation of gaping tourists.

Philip III of Spain was not roasted to death by a fire, because the red tape of royal etiquette forbade any one to touch the royal person. He died a natural death. This is a stock story saddled, with variations, on many sticklers for court ceremony.

Philip VI, flying from the battlefield of Crecy, when challenged late at night before the gate of the castle of Blois, did not cry out defiantly: "It is the fortune of France," but he did say beseechingly: "Open, open, it is the unfortunate King of France."

Abbe Edgeworth never made the famous invocation to Louis XVI on the scaffold, "Son of St. Louis, ascend to heaven." He acknowledged to Lord Holland that the speech was made for

him on the evening of the execution the editor of a newspaper.

Columbus did not, on his fourth voyage to the New World, when wrecked in 1504 on the island of Jamaica, make the inhospitable and superstitious natives by predicting an eclipse of the moon as showing the displeasure of the Great Spirit. There was no lunar eclipse anywhere near the specified time.

Nero was not the monster that history portrays. His mother, Agrippina was not put to death by his order, nor did he play either the harp or the flute while Rome burned, nor did he sing "The Burning of Troy" on this occasion. The stories originated from Tacitus, who cordially hated Nero, and from Petronius Arbiter, who was put to death for a conspiracy against Nero.

Railroad Men's Home

The following contributions were received at the Home during the month ended March 31, 1921:

G. I. A. Divisions

Div. 533 \$3

Summary

| | |
|-------------------------------------------|----------|
| Grand Division, O. R. C. |\$2 |
| B. R. T. Lodges | ..... |
| Grand Division, B. of L. E. | ..... |
| Hamilton Carhartt Cotton Mills, one share | ..... |
| G. I. A. Division | ..... |
| James Costello, Div. 270, O. R. C. | ..... |
| C. S. McKay, Div. 119, B. of L. E. | ..... |
| A. S. Lunt, Lodge 877, B. R. T. | ..... |
| A. W. Foster, Lodge 357, B. R. T. | ..... |
| W. P. Kennedy, Lodge 625, B. R. T. | ..... |

Miscellaneous

Div. 38, G. I. A., eight hand towels, one cloth and twenty-two bath towels.
 Mrs. H. W. Simms, three boxes of clothing.
 Lodge 198, L. S. to B. L. F. and E., six towels.
 Div. 114, L. A. to O. R. C., one quilt.

JOHN O'KEEFE
 Sec'y-Treas. and Mana.

Join Now

The Plumb Plan League is organized by the chief executives of all railroad organizations, farmers' organizations and others who believe in permanent public ownership and democracy in operation of the railways. All true unionists should join the League and assist. JOIN NOW!

TECHNICAL

Air Brake and Other Problems Solved

BY T. F. LYONS

COMPRESSOR RUNS SLOW

Question. My engine is equipped with a cross-compound pump, and I have noticed here of late that it runs slow; that is, there doesn't seem to be any life in the pump; and while it will maintain the pressure when the train is charged, yet considerable time is lost in charging a train. I have given special attention to the lubrication of both steam and air cylinders, also the piston swab, but this does not seem to help matters any. This pump has only made about 5000 miles, and when first applied to the engine, did good work. We handle anywhere from 80 to 100 cars, and with trains of this length, a pump should be in first-class condition. Anything you may offer in regard to the cross-compound running slow will be appreciated.

RUNNER.

Answer. There are several reasons why a compressor will run slow, which may be summed up into two general reasons. First, is steam flowing to and from the compressor as intended? Second, is the condition of the compressor such as to cause slow action?

Let us first consider the flow of steam to and from the compressor. When the throttle is open, steam from the boiler is free to flow to the governor at a pressure and volume sufficient to run the compressor at the desired speed, providing the throttle is full open and the steam pipe free from obstruction. To determine this, disconnect the steam pipe at the boiler side of the governor, and note the flow of steam. Finding the proper amount of steam reaches the governor, we may next look here for the trouble. After the governor has been properly adjusted, and when operating as intended, the full amount of steam coming from the boiler is free to flow to the compressor until the desired main reservoir pressure is obtained, when the diaphragm in the governor will unseat the pin valve, allowing main reservoir air to flow to the chamber above the governor piston, forcing it downward, seating the steam valve, shutting off steam to the compressor.

When the main reservoir pressure drops below that for which the governor is adjusted, the regulating spring will force the diaphragm down, seating the pin valve, cutting off the flow of main reservoir air to the chamber above the governor piston, and the air entrapped therein by the pin valve seating will escape to the atmosphere through the relief port. The pressure now being removed from the top of the piston, the governor piston spring, aided by the steam pressure under the steam valve, will move these parts to their upper position, allowing steam to pass through the governor to the compressor.

From this we may learn how the flow of steam from the boiler to the compressor is controlled by the governor, when the latter is operating as intended. Let us now assume that air is leaking past the pin valve and learn its effect on the operation of the compressor.

A leaky pin valve will allow air at main reservoir pressure to pass to the chamber above the governor piston, and if air leaks past the valve faster than it can escape through the relief port, pressure will accumulate above the piston and force it downward, so as to wholly or partially close the steam valve. If the steam valve is closed, the compressor will, of course, stop; if only partially closed, the steam supply will be throttled and the compressor will work more slowly than usual. A slight leak past the pin valve will simply make the governor less prompt in opening after the pin valve seats. As the main reservoir pressure increases, so will the leakage; hence, the higher the main reservoir pressure the slower will be the action of the compressor. Leakage past the pin valve will be indicated by a constant blow at the relief port of the governor.

Assuming the governor is permitting a free flow of steam to the compressor, we then know that the trouble is in the compressor or the exhaust pipe, and to determine which is giving the trouble, disconnect the exhaust pipe at the compressor. If the compressor now operates at the proper speed, the trouble will be found in the exhaust pipe. Where the trouble is found in the compressor it may be due to the following: Leakage past differential piston packing rings, leakage past air cylinder

- packing rings, leakage past discharge valves, or air passages partially stopped up.

RETARDED MAIN RESERVOIR SUPPLY TO BRAKE SYSTEM

Question. We have a locomotive running on local freight equipped with the No. 5 ET type of brake, and with either light engine or when coupled to a train, the equalizing reservoir hand will fall 10 or 15 pounds, and the train brake apply, when the independent brake valve is moved to either slow or quick application position. The equalizing reservoir hand will fall until the pressure equalizes with that in the brake cylinder, and will then start to build up slowly to 70 pounds, the brake cylinder pressure remaining at 50 pounds, the pressure at which the reducing valve is adjusted. During this time the automatic brake valve handle has not been moved from running position. This action happens every time the independent brake is applied, and is very annoying when controlling train with this brake valve. The pump governor is set at 90 pounds, the feed valve at 70 pounds, and the safety valve at 50 pounds, and all are operating properly. The air man in the roundhouse reports that the distributing valve is O. K., and that all pipes and connections are tight, no leaks, and are properly connected up. This condition has been existing for some time, and so far we have not been able to locate the trouble. Can you give the cause for this, and the remedy?

J. N. McV.

Answer. This somewhat puzzling action of the brake is due to a retarded flow of main reservoir air to the brake system. This may be due to the main reservoir cut-out cock being partially closed, or the main reservoir pipe or strainer tee partially stopped up. The reason for the automatic brake applying is, when the independent brake valve is moved to application position, the application piston and its valves in the distributing valve will move to application position, opening the application port, allowing main reservoir air to flow to the brake cylinders of the locomotive. This will cause a quick drop in pressure in the main reservoir pipe unless air from the main reservoir can flow freely to and through this pipe. Where the free flow of main res-

ervoir air is retarded, and the drops in the main reservoir pressure from the brake pipe will flow back through this pipe and the locomotive brake cylinders, when the application position distributing valve is opened by the independent brake valve being moved to application position. Remedy: Close the main reservoir cut-out cock; open; use less oil in the air cylinder, the compressor, and do not use too much oil; see that main reservoir pipe and strainer tee are free from obstruction and drain main reservoir after each trip at the end of each trip.

EFFECT OF LEAKY GRADUATING VALVE

Question. Will you please answer the following questions on the ET type of brake? If, after a service application, the equalizing piston, graduating valve and slide valve in the distributing valve move to release position and the graduating valve leaking, will the locomotive brake release? With a single header, and the second engine in the train (double-heading cock closed), will the age past the graduating valve cause the brake to release on the second engine? If not, why not? Where does the brake pipe air come from when the brake pipe air comes from the locomotive causes the parts to move to release position?

Answer. The brake on a single engine, or leading engine of a train, will not release, even if the equalizing piston and its valves move to release position; as in locomotive position of the automatic brake valve, the application cylinder and chamber and the exhaust port is blanked at the automatic brake valve, therefore the air cannot leave these chambers.

It is, no doubt, understood that to release the engine brake, all air pressure must be exhausted from the application cylinder and chamber to accomplish this, through the automatic brake valve, the handle must be placed in running position.

When the double-heading cock is closed and the second engine is closed and the automatic brake valve carried in the running position, this engine becomes the locomotive as a car in the train, and its brake is affected by a change in brake pressure chamber pressure the same as the brakes on the cars in the train. It is affected by a change of brake pressure auxiliary reservoir pressure;

leakage past the graduating valve may cause the brake to release, and this regardless of the position of the engine in the train. Leakage past the graduating valve will have no ill effect when the distributing valve is in release position, as the service port is then closed by the slide valve seat, and it will make no difference whether the graduating valve is open or closed.

In lap position, following a partial service application, leakage will allow pressure chamber air to escape past the defective valve to the application cylinder and chamber, thus tending to reduce its pressure below that in the brake pipe. Whether this reduction of pressure chamber pressure will cause the equalizing piston and its valves to move to release position depends on whether the equalizing piston packing ring is tight or not. If, however, air can leak by the piston packing ring into the pressure chamber as fast as it leaks by the graduating valve into the application cylinder and chamber, the brake will continue to set harder instead of releasing.

Where leakage is reducing brake pipe pressure as fast as pressure chamber pressure is being reduced past the defective graduating valve, the brake will continue to set harder instead of releasing.

Again, where the equalizing piston packing ring is reasonably tight, and the brake pipe comparatively free from leakage, a leaky graduating valve will cause the brake to release on the second engine, following a partial service application of the brake; as when the equalizing piston and its valves move to release position, the application cylinder and chamber are connected to the atmosphere through the automatic brake valve. With a full service application of the brake, pressure chamber and application cylinder and chamber pressures are equal; therefore, under such conditions, a leaky graduating valve cannot cause the equalizing piston and its valves to move to release position. From what has been said, it will be seen that the equalizing piston and its valves moving to release position is not caused by an increase of brake pipe pressure, but rather a drop of pressure chamber pressure below that in the brake pipe.

BROKEN DISCHARGE VALVE

Question. Will you please say what effect will a broken discharge valve have on the action of the air pump?
MEMBER.

Answer. A broken discharge valve in a Westinghouse 9½- or 11-inch compressor will not cause it to stop, but will cause it to make an uneven stroke; that is, one stroke will be much quicker than the other, the quick stroke being the one when the piston is moving away from the defective valve. The reason for this is main reservoir air will be free to flow back past the defective valve, and its pressure will assist the steam in the movement of the piston.

A broken or stuck open final discharge valve in a cross-compound compressor will cause it to stop when the main reservoir pressure reaches about 40 pounds. The reason for this is, 40 pounds pressure per square inch acting on the low pressure air piston, about equals the power of the high pressure steam piston.

ENGINE BRAKE FAILS TO RELEASE

Question. I was in charge of an engine recently equipped with the No. 6 ET brake, and the reducing valve was not working. The brake cylinder pressure would run up to brake pipe pressure, when an independent brake application was made; and with both brake valves in running position, the brake would not release. The feed valve was O. K. Please say through the JOURNAL the cause of this.
R. D. C.

Answer. The reducing valve failing to control the pressure at the required amount will in no way affect the release of the brake when both brake valves are in running position. The purpose of the reducing valve is simply to reduce the main reservoir air to whatever pressure desired in a full application of the independent brake. When both brake valves are in running position, assuming all ports are free from obstruction, there is but one cause for the brake failing to release, and that is, the equalizing slide valve in the distributing valve having moved from release position. The equalizing slide valve, when in release position, connects the application chamber and cylinder of the distributing valve with the release pipe, which in turn is open to

the atmosphere through the independent and automatic brake valves, when these valves are in running position. Movement of the equalizing slide valve from release position cuts off the connection between the application cylinder and chamber and release pipe; therefore, the air cannot leave these chambers, consequently the brake cannot release, even though both brake valves are in running position.

The equalizing slide valve moving from release position, when both brake valves are in running position, is due to an overcharged pressure chamber, or the feed valve permitting the brake pipe pressure to vary an amount sufficient to cause the equalizing piston to move its valve from release position. Brake cylinder pressure going up to brake pipe pressure, and no higher, would indicate that something was controlling the pressure at this amount; probably the reducing valve was adjusted at this amount, as it sometimes happens that a valve intended to be used as a feed valve, and adjusted at brake pipe pressure, is used as a reducing valve without readjustment being made.

Another reason for this would be leakage of pressure chamber air into the application cylinder and chamber. If this latter condition exists there will be a blow at the automatic brake valve when the brake is released and both brake valves in running position.

EFFECT OF LACK OF AIR PRESSURE ABOVE DIAPHRAGM IN S-F GOVERNOR

Question. We have the following trouble with the No. 6 ET equipment: Coupled to a train of 48 cars, charged them to 70 pounds and main reservoir pressure to 90 pounds, with brake valve handle in full release position. Pump worked fine while charging train, good brake pipe, no leaks. When brake valve handle was moved to running position, brake pipe pressure gradually began to drop until the pressure reached 40 pounds, the pump just merely moving. When the brake valve handle was again placed in release position, pump worked promptly, raising the pressure to 70 pounds, but the pressure again dropped back when the handle was moved to running position. A peculiar thing is, with 15 or 20 cars no trouble is ex-

perienced, the pressure remaining pounds. The governor and feed pipe were both cleaned, the pipe partially stopped up with burned machine oil. This overcame the trouble some extent, but not fully. Observers are unable to locate the trouble would therefore ask you to answer question through the JOURNAL.

Answer. The compressor operates properly when the brake valve is in release position tells us that the trouble is not here, so we will have to look farther. When the steam throttle is open and the compressor in operation, its action is solely under the control of the governor. The position of the brake valve handle does not directly affect the action of the compressor, but does affect the action of the governor, which in turn controls the compressor. The pressure above the diaphragm in the excess pressure chamber of the governor is spring pressure (usually adjusted to 20 pounds), and the feed valve pipe pressure, say 70 pounds, making a total load above the diaphragm of 90 pounds.

Any drop of pressure in the feed valve pipe will be noticeable in the excess pressure chamber above the diaphragm of the governor, and should the feed valve stick in closed position, as was noted, the cause of your trouble, the pressure gradually leaking away will not leave but spring pressure above the diaphragm, 20 pounds. The governor does not affect the action of the compressor until a pressure of about 70 pounds is obtained, as this amount is required to seat the steam valve of the governor.

Remedy: First see that the steam tee in the pipe connection leading to the main reservoir pipe to the feed valve is open and free from dirt. If the feed valve and its pipe are clean, then the excess pressure top of the governor and the air pipes leading to the feed valve are clean, then drain the main reservoir; stop using machine oil in the air end of the compressor, use valve oil and this sparingly, use release position of the brake valve when charging an empty train, this latter to save the feed valve as much as possible. These instructions faithfully carried out will overcome your trouble.

BOOST THE PLUMB P.

Letter to Bill

United States, March 22, 1921.

Deer Bill: So ye wanta no if weer ever goin to have peece in th labor wurrd? Pon me wurrd, I'm surprisd at ye. Shure, we don't want peece. Whin we had peece we had too dang much av it, and divil a much else. Peece is awl rite whin ye hav sum other things along wud it, but whin ye only hav peece its like a hungry man thryen to make a meel on a bill o fare. We had peece heer on th "Midland" long ago whin yed wake up evry day wundhren if ye had a job, an sumtimes ye wud hav wan an more times yed hav wan to get. Thim wur th days whin neerly evry time yed cum in yed meet sum poor lad av a runner warin a scotch cap an a blue flannen shirt, but wud no baggage, an him looken fer a job. Av coorse, thare wur jobs layen around looser than thay are now, fer th masther mekanicks wur maken open-ins offen enuff.

Yes, me by, we had peece whin the M M wud sind "down home" on th farm fer his wife's cuzzen er unkle and he'd be so green whin he'd cum sumtimes thayd hafta ty him wud a hitchen sthrap in th roundhouse fer a few days till he'd get useta th nize o th ingines an th language o th ralerode min, an th fursht thing weed no th lad wud be pullen th akomodashen er th hi-ball whin ralerode min wud gobs o seeneeoritee wud be nocken thare branes out on a switch ingine. But, as I sed beefore, we had peece.

An now whin I luk back I kin see how that wurrd seeneeoritee wur th hardest wurrd in th whole English language to get a ralerode offshel to understhand. I mind th frsht time our greevance comatee wint beefore ould MacGribben, our M. M. on th Cinthrel, an tould him as plane as we cud that we wanted seeneeoritee fer awl ingineers. Th frsht dash outa th box he sez: "Whatinell is that?" An Jim Dikes, our chareman, sez, sez he: "Ye kin find out in th dickshinnery." Wud that th "ould man" cum down wud his fist on th table and sez: "Weer not runnen this rode be th dickshinnery, but be th book o rools," an sez he, "if ye kin find it thare ye kin hav it an welcum, whatever it is, but I never herd av it beefore, an," sez he, "I hav a fare

skoolen at that." An he wur rite, it wur not in th book o rools, but Dick, our chareman, sez: "If th wurrd ain't in th book o rools, it shud be, and it soon will be." Av coorse, th comatee wur kannd rite thare fer that, but affther th sthrike wur over an a lotta th krown sheets that cum down wud th skab runners wur jackd up in place agane and th frunt inds that wur nockd in be kabooses wur patchd up, th nex thing th company dun wur to revise th book o rools be putten th wurrd seeneeoritee in it, and everythin wur lovely on that skore ever sence that time.

No, Bill, we dont want peece norr we dont want war, but thares a lotta things atween thim that we do want, an weel get thim, too. Thares what they call a happy meejum, and thats awl we want. Its like carryen wather in a biler. Ye dont want it so low yeel burn th krown sheet, norr so hi yeel be nocken out sylandher heds, just enuff to sav yer job an mak th time. Its th divil's own thrick, I no, sumtimes to keep th rite amount, an thares times whin its down so close to th krown sheet ye think ye kin heer th angels callen ye, an sumtimes so hi ye kin heer th masther mekanik callen ye, too. An, Bill, its th same way wud a labor organizashen. Ye want pressher enuff to mak th time but not enuff to blow up th biler.

I hope yeel cum to th convinshen in May. It'll do ye good. Yeel see lads thare fromm North and South an East an West, an thayll be as bizzy as a sickshen gang at a washout under th kritikal eyes av an Irish rodemasther, an divil a wan o thim diligates 'll be looken fer peece, ayther.

Ye axed me what do I think about th Chicago Agreemint, an how its goin to cum out? Well, Bill, I'll say if I cud tell ye that, I'd be in Prisidint Hardin's Kabinet rite now, er makin books on th races, er maybe a wether proffet. I'll say this, Bill, th hole thing rayminds me av three lads sleepen together in wan bed, an the bed cover, which is th Chicago Agreemint, is not wide enuff. The regular man is on wan side an th exthra man on th opposite side an thare pullen an hawlen th cover back an forth awl th time, an tellen what thay think about aich other, too, at th same time, an that ain't much, sez you. The exthra man wants to

keep warm, but he hasta pull th cover like ned to do that. The regular man wants to keep a little warmer akount of his seeneeoritee, so he pulls too, an he tells th exthra man whin he kicks, that aftther he has as much seeneeoritee as himself he kin keep warmer th same way. At that th exthra man tells him whare he kin go, whare he'll sure be warm enuff without any seeneeoritee, an that ony fer th young min th ould min wuddent hav no seeneeoritee, er may be no jobs ayther, an awl th time, while th too lads on th outsides av th bed are kicken an pullen an hawlin an bawlin aich other out, th lad in th mid-del o th bed, that reprisints th firemin, he's as warm as a bug in a rug and not sayen a wurrd, fer no matther how th other lads may pull an hawl he's warm annyway, an as I sed beefore, the firemin are not sayen a thing but hopin th other too guys wont pull so dang hard thay'll tare th cover in two an lave him bare.

But, Bill, let me say that if yer looken fer peece don't cum to th convinshen, fer it wont be thare. About th ony place ye cud find it in th wurrl'd these days mite be in sum ould ladies' home, but thares none in site'in th laber wourrl'd, norr do I think ye cud find any thare wud ayther a tilliskope er a mikroskope.

JASON KELLEY.

Questions and Answers

BY JASON KELLEY

Question. What is the rule to find the tractive power of a simple engine? Also define tractive power.

Answer. The tractive power of the locomotive is the power it exerts to haul the train, or what, in other words, is termed the drawbar pull. The tractive power is found by the following formula: Multiply the diameter of one cylinder by itself in inches. Multiply the result by the length of piston stroke in inches and the answer by 85 per cent of the steam pressure in boiler and divide by the diameter of driving wheel in inches.

Question. Why is it that when there is lost motion between crosshead and guides it is always taken up by lowering the top guide bar or lining up top of crosshead? Does that not throw the

crosshead and piston rod out of a center in guides?

Answer. Lowering the top guide or lining top of crosshead is the way to take up lost motion there. In road engines, as the wear is practically all between the top of crosshead and upper guide bar, besides, it is a convenient way to do the work. In switching engines there is as much lost motion, wear on the lower guide for which reason there is always of taking up lost motion at both top and bottom of crossheads, so it works in central position in guides as is necessary to guide the piston rod and piston true with center of cylinder.

Question. What would be the use of a device to shut off the nozzle at front end when engine is not in steam? Would it not help cylinder lubrication, as so much cinders and dirt gets into cylinder from front end when engine is drifting?

Answer. We cannot say as to extent such a device would be valuable but the theory is very good. There is no question of the advantage it would afford in valve and cylinder lubrication, as practically all our troubles that score, including carbonization of oil in cylinders at time of shutting throttle, may be charged to the drawing of hot gases into the cylinders through nozzle when drifting.

Question. I am working on an improved exhaust nozzle and would like your opinion as to which is the more effective kind of exhaust, that which produces a piston action or a blower action in stack?

Answer. The piston or blower action of the exhaust cannot be produced by a design of nozzle. The piston action only takes place when exhaust are so far apart as to permit the steam to fill with air between them, and the resistance of that air to the rushing force of the steam which causes exhaust to flatten, or spread in the stack, causing it to have that piston action you refer to. The blower action begins when the exhausts follow each other so closely as to make the circulation through stack continuous, as a blower will. So, you can see, no design of nozzle could of itself produce these effects. Nor can one say which is more effective, since each has a different relation to the speed of the engine.

nozzle may be reduced so as to cause a kind of continuous blow, but that nozzle causes too much back pressure. A nozzle may be so large that its exhaust goes to the other extreme, and engine will not steam well enough. The only thing new with regard to nozzles is that the exhaust may be made more effective for steam making without increasing the back pressure in cylinders where the exhaust is divided into several streams or columns instead of being permitted to escape in a single central column through the stack. The advantage in this is from the greater inductive efficiency of the exhaust steam when so divided, it having a larger area of operation or contact with the gases in front end and stack than a single column would have.

Question. Is it necessary for the exhaust to completely fill the stack to give the best draft?

Answer. No. If the stack were completely filled with exhaust steam it would exclude the gases of combustion, the circulation of which is the very purpose of the smokebox, the smokestack and the various appliances employed to create and control the draft needed for combustion in the firebox. When the engine is working normally, the exhaust steam on the average engine passes out through the center of stack surrounded by the gases from firebox. Where the exhaust is divided into several currents, these pass out through stack in separate columns, although the tendency would likely be for the outside or enveloping pressure of those gases by reason of their great volume to compress the various steam columns into a single column, but at no time does the exhaust steam fill the stack, nor is it desired that it should.

Question. In what way can fuel economy be helped by the use of the power reverse gear? S. D.

Answer. By making it convenient to regulate the cut-off to suit the work. We all know how difficult and even dangerous it is at times to unlatch the hand-operated reverse lever on some engines, so the result is, we don't take the chance and permit the engine to work at a cut-off wholly unsuited to the speed. This is wasteful of steam and fuel; is often hard on the machinery as well.

Question. What would you do if the

water got out of sight in the bottom of the glass and you had plenty of water in the tank and 190 pounds steam pressure in boiler? I killed the engine, having been taught that way. I have learned since that I could have put water into the boiler without taking and risk. How about it? W. H. D.

Answer. There is no risk in putting an injector to work when water in boiler is down out of sight in the water glass, or below the crown sheet either. All needed is to deaden the fire before putting the injector to work. The worst that can happen is the flues may be made to leak from the rapid change of temperature which must take place under those conditions, but there is no danger of explosion of boiler, as is popularly supposed.

The Secret of It

One day while visiting in a certain railroad terminal my attention was attracted to an engineer who was inspecting an old freight engine at the end of a trip. The thorough manner in which he was doing the work was all the more surprising since there were regular inspectors to go over the engine after him. I don't think he missed a joint or a nut or a bolt or a box on the whole machine, and whatever he found wrong he immediately jotted it down on a notebook. The performance was so unusual, since the engines were pooled and rather indifferently kept up anyway, that I became interested to the extent of asking the engineer to explain the unusual proceeding. Here I had found, I thought, a beautiful exemplification of the Golden Rule. There's a runner, thought I, who has a proper regard for the next Brother who may take that engine out and he wants to leave her in proper condition. Desiring to form the acquaintance of so unusual a Brother, I ventured to ask if he was giving her the "once over." "Yes," he replied, and then in a confidential whisper assured me he was more particular than usual on this occasion because, said he, "the master mechanic is settin' in that window back there a-watchin' me." That settled it, and I was sorry then that I had learned so much, for I felt like a fellow who thinks he has found gold to learn so soon that it was but a poor imitation.

J. K.

Lessons Learned from Forty Electrical Fatalities*

BY S. E. WHITING, ASSISTANT CHIEF ENGINEER, LIBERTY MUTUAL INSURANCE COMPANY, BOSTON

Over forty fatalities from electrical shock have come to my attention within the last ten years, although my observation has been largely confined to the one State of Massachusetts and not the whole of that. Since Massachusetts is not unusual in amount of electrical shock exposure, the entire record of such fatalities throughout the nation is undoubtedly large enough to interest the safety engineer in developing full protection against electrical hazard. A list of these fatalities, together with other electrical shock cases that did not prove fatal, are given on sheets that have been distributed among you. The cases are grouped under varying circuit voltages from 110 volts to 66,000 volts and the details of each case are briefly outlined.

From a study of this partial record we may fairly draw the following conclusions as to the range of exposure to the hazard and as to practical methods of reducing it. Let us consider first only the low voltage hazard.

LOW VOLTAGE CIRCUITS CAN PRODUCE FATAL ELECTRIC SHOCKS

By low voltage we mean anywhere from a minimum of about 100 volts up to a maximum of about 600 volts. The quantity of exposure to this class of electrical equipment is very great, since it extends into nearly all industries and into many of our homes. I have often heard the assertion that low voltage circuits cannot produce fatal shocks, but this assertion is wrong and is proven by the cases on the first three pages of the list and by other records, such as those of the National Bureau of Standards. Street railway men, for example, quite frequently make this assertion. It is true that many harmless shocks are received from low voltage circuits, just as many harmless automobile collisions occur, but there have been a remarkable number of low

voltage shocks that did prove fatal. The skeptic will tell you if a man does not have a weak heart he would not be killed by low voltage shocks, but this is no alibi for us, since we have no license to kill the weak-hearted.

IT IS NOT CLEAR HOW ELECTRICITY KILLS

Since this is a medical question, I should not perhaps discuss it. The action may sometimes be a paralysis of certain nerves, causing suspension of the breathing, or sometimes interference with the heart action. There may be the breathing of poisonous fumes from a flash of current. The individual's susceptibility may vary. One medical authority goes so far as to give a figure for the minimum current that will prove fatal, 100 milliamperes. However, Dr. Cannon of Harvard, chairman of the National Commission on Resuscitation from Electric Shock, recently told me a more important factor is the amount of current is the path which the current takes through the body. He has found that different physiological effects are produced in different cases and he emphasizes the importance of immediately applying artificial respiration in every case where the breathing stops regardless of all other considerations.

The indication from the record shown, so far as it goes, is that in some of the shocks caused immediate suspension of breathing with the heart ceasing to beat, other shocks first cause only a dazed condition with collapse occurring some minutes later, or the victim showed no suspension of animation at all, but death occurs days later from extensive burns, particularly the voltage cases. Some cases showed only skin burns or punctures due to local contacts of the body against the parts of the circuit, others showed no external evidence that shock had been received yet the attendant condition of the position of the body and character of the apparatus made it certain that a shock had been received.

Your claim department may be misled in a particular fatality that electrical shock was not the cause, since no evidence could be found on the body. Personally I believe it is quite possible to produce a fatal shock through a man without causing any surface marks what-

*Part of a paper read before the joint meeting of the Engineering Section of the N. S. C. and the Philadelphia Branch of the A. S. M. E., Philadelphia, Feb. 28, 1921.

The only essential is that the body contacts be of large area and firmly made—as when the hand grips hold of a metal switch handle and the feet are standing in water.

NO MAXIMUM SAFE VOLTAGE CAN BE STATED

The safety engineer is interested in the medical side of this question only as a possible clue to determine what maximum flow of electricity through the body is safe, but this value would be of little actual use if we knew it. Practically we always have to measure the electrical hazard in terms of voltage since we can never measure the shock current which flows in case of accident. It is undoubtedly the amount of current sent through the body and the time it flows that causes the death, but we have no way of tying the voltage and current together quantitatively in shock cases. This is because the other element in the case, the resistance of the shock circuit, is widely variable. This resistance depends on what manner of body contacts you make with the circuit and these contacts range, for example, all the way from a light finger contact with foot contact through dry shoes (thus giving extremely high resistance in the shock circuit) down to a heavy grip of the hand on a switch blade with feet soaking wet in a pool of water (thus giving the other extreme of low resistance in the shock circuit). You have a good illustration of the latter in case No. 13. A man was working in a tanning vat that had some water in the bottom of it. To give light in the vat, an extension lamp was lowered into it, but the lamp socket was of brass and had a charge on it due to defective insulation. The supply current was three wire with grounded neutral. The man's feet were soaking wet and his wet hand grabbed the brass lamp socket. Thus both contacts were of very low resistance, so that enough current passed through the man's body to kill him, although the voltage was only 110.

Safety First

We are as usual horrified at the reports of another rail disaster in which a serious loss of life occurred.

Startling headlines in the news-

papers, with all the horrible details for a few days, and the accident is forgotten by all who are not directly concerned. If I should say that this and similar wrecks are easily avoidable, that the responsibility for such disasters can be easily placed, I know I will be called to prove my assertion. I know that the railroad officials, those who are in a position to order improvements and safety devices, have been in the past slow to adopt any measure either for the safety of its employees or the public, that cost any money. It is well within the memory of most of us how hard the railroads fought against the automatic car coupler. I will not go into detail as to the many other safety measures that were adopted only through being forced to adopt them.

In 1907 a device for the automatic control of railroad trains was demonstrated on the tracks of the C. B. R. R. Company, right here in the District of Columbia, by the American Signal Company. President M. E. Loudon spent his entire fortune, in addition to the funds of the company, trying to introduce the device. This demonstration was kept in operation over a year. Railroad officials and members of Congress were shown the device in actual operation and one and all acknowledged that it did all those things claimed for it. It prevents head-on or rear-end collisions. It prevents any two trains from colliding at railroad crossings at grades, such as the recent collision at Porter, Ind. It prevents trains from running into open switches or open drawbridges. All these things are done automatically. If the engineer fails to stop his train in any of these emergencies, due to being suddenly incapacitated, the automatic device shuts off the throttle and applies the brake. Had such a device been in operation on the two roads upon which that collision occurred, the accident could not possibly have taken place. The evidence so far shows that the Michigan Central train ran past the red signals which were set against him. A failure to observe the signals by the engine crew would have set the automatic feature to work instantly and the train would have stopped in the zone of safety. In closing my letter, I want it understood that I have no ax to grind. It is im-

material to me whose device is adopted. There are, or were at that time, three devices being brought to the attention of the Interstate Commerce Commission, all of them differing slightly, but all of them accomplishing the same results. Congress was appealed to in behalf of these inventions. It was requested to legislate to force the railroads to adopt them, but I suppose the railroad companies prevented any such legislation, as it meant an extra expenditure of money.

Railroad companies should be given a reasonable amount of time to equip their roads with such a device, one that has been approved by the Interstate Commerce Commission, and the penalty for failure to comply with the law made so heavy that they would all meet the requirements promptly. These devices do not eliminate the human element, but take care of the train in emergencies of any kind where the human element fails.

H. C. SPARKS,
Div. 160, Washington, D. C.

The Roundhouse Foreman's Philosophy

While standing near the desk in the roundhouse where the engineers were depositing their work slips on their arrival, and noting the vast amount of work reported on the engines, which in some instances almost called for a general overhauling, I asked the roundhouse foreman, who happened to be near, how in the world he got it all done with his small force of men. He smiled knowingly and then in a confidential tone assured me it was dead easy when you know the game. Said he: "It's just like this; now, there's Bill Jones, who just came in from a 16-hour trip on drag freight; he's worn to a frazzle, you could see; his nerves are as taut as fiddle strings and his patience near the breaking point. He reported on the work slip, among a dozen other things, a bad pound on the left side. No doubt there's a pound there all right, very likely a loose brass in the left main box, which, of course, is a back shop job, but we simply mark it O. K. and that's the last of it until Bill gets another long, hard trip, when we'll have to go through the same performance again. You see," said the foreman, warming up to the subject, "it's mostly a case of nerves. When an engineer

feels a driving box pound for about million times more or less during a trip, it gets on his nerves until as he nears the end of the trip he imagines actually jars his heart and his lungs, and even threatens to stop his work. That's how he feels about it, but as he gets his 'eight,' or maybe more, he is restored to his normal self, he goes over the road tomorrow with the same engine and forget that he ever reported the pound, or if not, he feels that it has been reduced a whole lot, even though we don't do a thing about it, and if he reaches the other end of the division in pretty good time, in pretty good shape, himself, the chances are he won't report the same pound, even though it may be a trifle worse than the trip before. Of course," said the foreman, "we fix some things, such as leaky gauge cocks, bad order instruments, and the like, but even with that we often find that a good rest and a couple of square meals for the engine go a long way toward making them ready for another trip or so." Then, by way of illustration, he picked up a work slip that was completely filled, glanced at it with the eye of an expert, turned it over and marked O. K. on the back of it, and then I fully understood his wonderful system, and I could also plainly see why engineers became gray so early before their time.

A Lesson from Experience

In the early '80s I found myself out of a job, a not unusual thing in those days for an engineer, when one's charge would come with as little warning as a stroke of lightning, or an A. B. shower. But if jobs were hard to get then, the disadvantage was offset to some extent by the fact that they were not so hard to get as at present, and I caught one on a new road in the Midwest and was holding it down in a way that was most encouraging to me.

Things looked rosy for a while, but one day I was notified that my services were no longer required, and that being no organization on the road with only a few scattering B. of L. E. men here and there, I made up my mind it was a case of hunt another job, and was laying my plans to do so when an old-timer who had been through the mill himself advised as follows:

"Young man, you don't have to go from here if you play your cards right, for they haven't got a thing on you."

I had heard of the shyster lawyer telling the fellow already behind the bars that "they couldn't put him in jail for what he had done," and I used the parallel to show my adviser how the case looked to me.

"That don't make no difference," said he. "All you got to do is to get a letter of recommendation from the master mechanic and use that for a lever to pry yourself back on your job."

I didn't quite get him, but I did get the letter, and I couldn't have written a more favorable one myself, so when I showed it to my friend he simply told me to take it to the president of the road and to rest my case upon the evidence it contained.

I did as advised and, to make a long story short, was back on the job in a week and remained there until I quit of my own accord several years later. The lesson I learned then, and by more recent experience, was that the employee too often makes the mistake of thinking the authority of the little boss is absolute, and knowing this, the latter assumes airs out of all proportion to the importance of his office. There is a certain degree of respect that a subordinate owes to his superior. Any man of common sense will concede that. It is equally true that the obligation is mutual, and the interest of the company and the welfare of all concerned is best served when both the official and the subordinate recognize that fact and govern themselves accordingly. J. K.

The Possibilities of Air Mail Service

There has been some speculation among the people since the war as to whether we had progressed far enough in the operation of airships to use that means for transporting mails. Vigorous attempts have been made to support the claims of those who believed, or at least contended, that we had, and these were called progressives. Others took the opposite position and declared we had not, and these were charged with being back-numbers, mossbacks, and unprogressive.

When the matter was up for consideration in the House of Representatives recently, Congressman Madden, who is

familiar with the subject, expressed himself as follows, which would lead us to the conclusion that the possibility of the adoption of regular air mail service from the present outlook is somewhat remote:

"The air mail service is a service which has doubtful value, according to my view. I may not be in accord with the advanced opinions of the times, but I have learned, and I have stated this on the floor more than once, that while it costs about 7 cents a ton-mile to carry mail by rail, the cost of carrying a ton of mail one mile by air amounts to \$5.35. I think it amounts to more, but the postoffice authorities admit that it costs \$5 a ton-mile. The average quantity of mail carried on an airplane is 400 pounds. Five times 400 pounds is 2000 pounds, and \$1 a plane-mile multiplied by five gives you \$5 for every ton of mail you carry a mile.

"There is only one justification for carrying any mail by air, and that justification is found in the experience that may be obtained in the line that flies from New York to San Francisco, where we fly the machines in all climatic and altitudinal conditions, and the experience of flying through those conditions may be of some value from a military standpoint at some future period in our history. But from a purely mail standpoint I do not think the expenditure is justified."

Engineer Not Always to Blame

In reading the newspaper accounts of the railroad wreck at Porter, Ind., I am forced to the opinion that their assumption that the interlocking plant is infallible is decidedly wrong, for we know that they do fail, and may have done so in this instance.

I will relate an experience of my own which convinced me of that fact. I was on the lead engine of a double-header hauling a passenger train. Coming to a distant signal for a railroad crossing, I found the light out but the blade stood for "all clear." At that time the rules did not provide that a signal lamp not burning should be regarded as a stop signal, so I naturally assumed that if the "distant" was all right, the "home" must be as it should be, so I proceeded around the curve, to find that the home signal for the derail was red,

and we went off the derail at high speed, but the engine clung pretty closely to the main rails until reaching the crossing over which the caboose of a coal train was just passing. My engine struck the rear of the caboose, but not hard enough to derail it, and jumped onto the track, stopping about 200 feet over the crossing on our own main rails.

This case, you will admit, is pretty good evidence that the interlocking system is not infallible, nor is any system of signals perfect, whether operated automatically or manually, and that fact should be taken into consideration in all cases in fixing the responsibility for wrecks such as that at Porter, Ind.

OLD TIMER.

Impressions of a Railroad Man

When I see the caller going at 11 p. m. to call an engineer that has been but a few hours in the husks, to take out a drag of 100 hoppers on a cold night, and later hear the same fellow whistle off on the dot, I am surprised, but when I see that same fellow again fifty or a hundred miles out on the road, stop for thirteen minutes by the watch in a railroad beanery, and after partly choking down, partly washing down, a meal that would require a sausage machine to digest, and lighting up a stogie, say, with a cheer, "Let's go," I am not so much surprised that he can do it, as I am that he can do it and live, and knowing that they are doing it and living, too, I am deeply impressed with the wonderful flexibility of the human frame that will bear up under such a meal, and the wonderful adaptability of the human mind to conditions, mental and physical, that would put the prehistoric cave-man on the blink in thirty days.

I have often witnessed trials in court and marveled at the intricacies of the law, but to see a roundhouse machinist size up a yard-long work report on a pooled battleship, a report in which was included every known defect from flat driving wheels up to leaky pops, and some bum spelling besides, and with nothing to help him but a black corncob pipe full of "Five Brothers" and a short stub of a pencil and an armful of nerve, turn that report over on its face

as unconcerned as if he were turning down a trump in a friendly game of cards, and write on the back of it the magic sign, "O. K." Yes, Brother, will repeat, that in the face of the evidence the intricacies of the law sink into insignificance in comparison.

It has always been a source of interest to me why engines pound so much more on the left side, for I have known them so bad that the head shackles have been kept bobbing up and down at the revolution like a toy monkey on a wheel, but a greater wonder has been how they could sleep like a babe in arms under such conditions, or, rather, over such conditions.

We know that a mile is 5280 feet, but that don't explain why the last mile on a time order is so much longer than the others, and the shorter the time order the longer that last mile.

It is usually said of an engine that it is a notoriously poor steamer that is as putty as a whale when she has the "putty," as we so often hear it said of a fellow that he is so hearted that he would give you his shirt off his back if you needed it. The trouble is, in the case of the engine, she never has the steam when you need it, and with the "fellow" that he has the shirt.

That fellow is a pest who upon arrival wants you to listen while he relates every detail of his long trip from the time he whistled off at the beginning until he arrives, including the variations, such as where he was "picked up," and where he "picked up," mention the close calls he had, the orders he made, "how he beat her the back" and called down the "c" a few times. Yes, he is a pest, not so much for what he tells you, as for what he prevents you from doing him along the same lines. He simply beats you to the punch, and, all, and, of course, that's enough.

Did you ever notice a bunch of freight pool crews that happen in a beanery after a hard night on the road, although all are as black as the men in a minstrel show and hungrier than hyenas, how they will chatter as

ally as a bunch of kids going to a Sunday school picnic? Well, that is the effect of relaxation, I am told. But how different is that same bunch after they have been fed and bedded and are preparing for the next trip. Now, what is that?

The philosopher tells us that the joys of life are in our anticipation rather than in our realization of them, so it must be that there are no joys in the top freight pool to anticipate, and I guess that's right.

I have often observed a high railroad official, well groomed and with power and authority radiating from him like heat from a switch shanty stove, strutting about a railroad terminal smoking perfectly, and trying to impress the public that he was lord of all he saw. And he presented quite an imposing spectacle, too. I have also seen an old-time "sickshen boss" on a "Sunda," all dressed up and with his hands crossed behind him walking leisurely along looking over his "thrack," and though he was smoking a black dudheen, power and authority radiated from him like sparks from the top of a diamond stack. Or did he seem to be trying to feel that he was lord of all he saw; he just was, and, in fact, the very owner of it, so as between the two, perhaps, the "sickshen boss" had the other fellow beat.

Moral: It isn't what you really are that counts in a case like that, it's what you think you are. J. K.

Shovel that Registers Amount of Coal Handled

I have invented a coal shovel that registers perfectly every shovel of coal thrown into the firebox. By furnishing means to keep record of amount of coal used in that way, more economical use of coal will follow. The invention consists of a shovel having a sleeve over handle, and is so constructed as to cause it to have a rocking movement. It also has mechanism to record the number of scoops of coal picked up with it.

The shovel is being tested on the B. & O. R. R. at the present time, and the following testimonial is from a fireman on that system:

"Mr. DeCamp: I used your shovel with the register on it ten days on a

local passenger run, and it worked first class, registering every shovel of coal used, and I do not see any way of using the shovel without it working properly. I think the shovel with the register will give as close an estimate to amount of coal used as possible without weighing the coal.

"It can also be used as any other shovel in scraping up the deck without working the register. With my twelve years' experience firing an engine, it is just as convenient a shovel as I ever handled.

F. L. MYERS,

Fireman B. & O. R. R., Ohio Division."

There is reason to believe that anything which will accurately measure the amount of coal put into a locomotive firebox will tend to promote economy in firing, as it would show the amount of coal used and thus encourage competition between the men in the commendable work of fuel saving.

A test is now being made of this invention by the B. & O. R. R. Company.

For further information write

WILLIAM S. DeCAMP,
121 E. Water St., Chillicothe, Ohio.

Good Intentions

Good intentions are all right as far as they go, but they don't always go far enough to be useful for any purpose but paving the boulevards of the lower regions. We know that from experience; not in the lower regions, but that often we resolve to go to Division meetings, yet when the time arrives we find some other attraction to lure us away. We make up our minds to take out a little insurance, especially some of the indemnity insurance, for we are sure it is a help to a fellow to get him on his feet after an injury, when he doesn't have to worry about the expense and loss of time, but we somehow don't do it. Some of us have allowed the pension to pass us by, as the fabled turtle passed the hare while the latter slept, and one would think that lesson and the many others we know from the sad experience of others would be enough warning to prevent us making the same mistake, but no, some of us keep right on doing the very things we resolved not to, and neglect to do those we had made up our minds to do, and we don't even have the satisfaction of being able to blame someone else.

Some of the members would like to have the pension opened up again for the benefit of those who let it go by them, and though our sympathies are with them, our judgment says no, for if the pension was run upon a basis of sympathy it would not last very long, in fact could never have been started even, on such a basis.

So, our best intentions are no good unless they are carried out. J. K.

Fishing Without a Hook or Net

The topic of discussion was fishing, and all present in the smoking compartment excepting the Old Party in the corner, volunteered some information supported by actual experience on the most scientific methods of angling, from the best bait to use to the art of playing the game with speckled trout in the cool mountain streams of the Adirondacks, to the more strenuous tarpon fishing in the Gulf. Many and varied were the wonderful tales they told; then, as the conversation lagged for a moment, one of the party gave the Old Party in the corner a nudge, adding that it was all up to him. He answered by saying he didn't know much about the science of the game as they played it, but he did know how to get the fish, though he had never used a net or hook in his life, and but one kind of bait for all kinds of fish, and that was simply tobacco.

"Tobacco," said one; "how in the world do you manage?"

"Oh, I just tie a piece of plug on the end of the line and drop it in the water and after the fish takes the bait, all you have to do is wait a while till he comes to the surface to spit, then hit him with a club, and that's all there is to it."

And that proved to be the cap sheaf of the fish stories for that evening.

J. K.

How I Broke the Record

It is the ambition of most young runners to make some kind of a record run. Something that is worth while talking about, for who has not envied the fellow that has made a record run and who on occasions, when the subject is being discussed, will admit with that modesty

which marks the hero, that it was a pretty fair run. So my case nothing exceptional, excepting in way it panned out.

I had done most of my firing "Dick" Jackson, "Hurry Up Dick" called him, and he was a real splitter. One of the kind that was always ready for the high ball, and reputation he gained as a good runner made me anxious to follow in his steps, which I was confident of being able to do when the chance came my way. Dick, who was an unassailable fellow, used to say to me that record runs were those made when luck was with you—when you had a good engine, a nice running train, a good fireman, no hot boxes, a track and the wind, weather and patcher with you—but that if you made any special preparations for the run you were likely to spill the beans.

I had been running about a year on slow freight with little chance to make a record. I could do; rather, it seemed to me, with too many chances for showing what I could not do, but I was determined that the first time I got a chance at one of the stock runs I would make some of the old guys sit up and notice that there was another .300000 on the division. My chance to take out a test stock run one day I was notified some hours before leaving so I could get things in shape, which I took full advantage of; too much, I proved, but I recalled what Dick used to say about being "sure you were ready before you start and then go to it."

I set up all my wedges, keyed up my rods, took up the slack in my rods and driver brakes, and fearing my eccentricities might give me trouble I packed them as full of dope as they would hold and poured enough oil on her to fill a box car. I noted that the weather was favorable, the rail good and the wind right, so all that was left to me was the combination complete for a record run was a good running train, and the fellow bringing it in was reported coming like a hurricane the chance of my long looked for opportunity to make a record were bright. The only thing I feared was I would run the train so fast that the first section, which was only a few hours ahead of me, would lose the way.

Well, we got our orders and a

ge that we would be given all the
ack room we needed, also that a good
n was expected, after which I backed
to the train, tried the air, released it,
listled off, and just then it occurred
me that I had not started the lubri-
cor, which I proceeded to do, but
ile setting the feeds I accidentally
ved the brake valve handle over to
ease and overcharged the brake pipe
that when I put the handle back in
nning position the train brakes set.
ere was nothing to do but bleed the
ole train, and we started after a
ay of ten minutes.

Being worked up a little by this time,
was more determined than ever to
ake good, so I pulled her out to the
ain and left her down where she
uld "lift them out of town," as
ick" used to say.

You could hear her bark for miles,
d just then, while going over a frog,
e let go and before I could get her
ut off had slipped about 100 revolu-
ns and pulled all the fire that she
dn't throw out of the stack, up against
e flues, while the steam pressure went
wn so I thought she had dropped her
own sheet. Things were breaking
d, I thought, but I shut off the gun
st like Dick used to do in such cases,
t her back, eased her off, helped the
y fix up his fire and got going again
out right. When I turned the curve
o miles from town for the long
raight running ground of fifty miles,
looked eagerly for some sign of the
st section, which I still feared was
ing to spoil my run, and I grew so
nfident of making good that I lit a
ar just like I had often seen "Dick"
as if to steady his nerves. We were
ing like a house afire and had made
e first ten miles in record time, so I
ured out that if nobody got in our
y we would make the 150 miles as
st as it could be made with fifty loads
stock.

I had just got through figuring when
oticed she was acting kind of queer—
e as if her wedges were nipping. The
ad breakman, who had also noticed it,
as looking over at me inquiringly, but
was trying to appear unconcerned,
ough worrying to beat the band. A
w miles further and I began to smell
omething like a hot box, but it was
ly about five miles to the next tank,
I concluded to let her go there.

I had just made up my mind to that
when I heard something squealing. By
that time I was pretty well worked up.
I don't know whether I swallowed the
cigar or not, but anyway I lost sight
of it, and when the left main driving
box broke out into a blaze I concluded
it was time to apply some first aid
remedies, so I very quickly, though re-
luctantly, stopped. As I got down to
about 15 miles an hour I saw some water
in the ditch just ahead, so I thought I
would let her drift a little further, but
when I released my air, out came a
drawbar and we stopped kerplunk.
While the crew were hunting their
troubles in the train I was taking stock
of my own on the engine, which were as
follows: Two hot main pins, one driving
box blazing and two others on fire and
trying to blaze, and one eccentric smok-
ing like a good fellow.

Here was a combination to test the
stoutest heart and mine was anything
but stout just then, so when we got the
fires out and pulled the wedges down
and slacked the rod keys off, and got
the bad order car set off three miles
away, we had used up just 45 minutes.
With a throbbing head and an aching
heart, I started again, my pep gone,
my hopes shattered. I feared the mes-
sage I knew was waiting at the next
station for me as if it were my death
warrant. We finally got there to find,
to my relief, that there was another
engine to take my train, so we were
ordered to return to the terminal in
disgrace. I recall that I went back
slowly, so as to not get in before dark,
and as I lay in my room that night
completely chastened by my experience,
and wondering what the morrow would
bring forth, I recalled that Dick used
to say, "Record runs are made when
the luck is with you, as when you have
a good engine, a nice running train, a
good rail, no hot boxes, a clear track,
and the wind, weather and the dis-
patcher with you, but if you make any
special preparations for the run you
are likely to spill the beans." Then I
understood that everything was in my
favor excepting the last feature in that
combination, that I myself had spilled
the beans by too much special prepara-
tion.

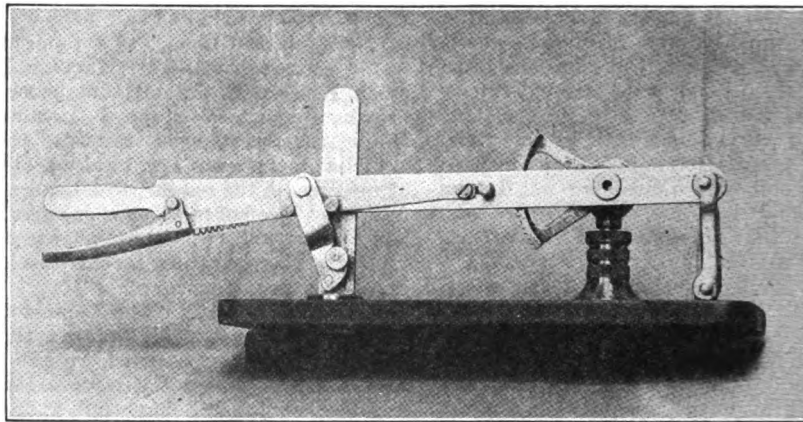
MORAL: Don't try to beat the old-
timers' records until you have first
beaten a few of your own. J. K.

Automatic Locomotive Throttle Lock.

The automatic locomotive throttle lock shown in the cuts in open and closed positions is automatic as well as positive of action, and will prevent the throttle from flying open or creeping open from any cause. In fact, the only way the throttle can be opened is by

throttle handle and thumb latch. When this is done, the thumb latch is connected to it (the end of which is loosely bolted in a slot in the lever) is moved so that the lock latch moved outward and becomes disengaged from the anchor pin.

While the throttle is open, the



Automatic Locomotive Throttle Lock in Shut-off Position

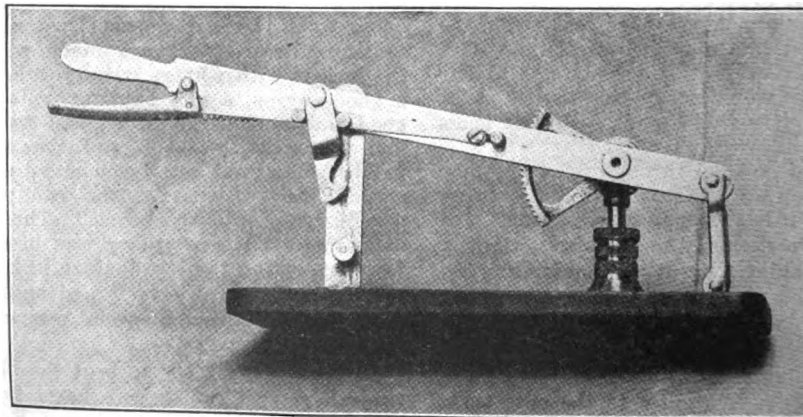
operating it in the regular way, but it cannot be opened accidentally.

It is a first-class safety device, as it will prevent the many accidents that happen as a result of a throttle creeping or blowing open, or being opened by vibration.

Cut No. 1 shows throttle in closed position, with latch engaging the anchor pin. No amount of pulling on the throttle when in that position will cause it to become unlocked unless it is done in the regular way, by gripping the

throttle handle and thumb latch. When this is done, the thumb latch is forced into position to engage the anchor pin, which is stationary on throttle guide, from which it is automatically held by the spring. The throttle latch and cannot be moved except by proper handling of the throttle lever as already referred to.

There is no possibility of the throttle interfering with the prompt closing of the throttle, it being beveled near the handle to prevent that, and it really snaps



Automatic Locomotive Throttle Lock in Open Position

ce without requiring any attention of person handling the throttle.

For further information regarding device, which is fully covered by Canadian and United States patents, address

CHARLES H. BELLAMY,
McLeod St., Ottawa, Ont., Canada.

Train Rules—Standard Code

BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on the rules will be from the "Standard Code of Rules," and whatever may appear in these columns will not influence anyone to depart from the rules as applied on the road on which the member is employed.

In connection with Rule 99 attention is drawn to the fact that the rule should protect engine-men as well as flagmen to secure the protection which is necessary between trains moving in the same direction, because in many cases when a train stops it is a physical impossibility for the flagman to get back a sufficient distance to insure full protection. This is especially true on roads which have bad curves. There is no existing rule in the Standard Code which requires the engine-man to co-operate with the flagman or which gives the engine-man time to slow down at points where vision is obstructed, so that should a short flag become necessary it could be made effective. It is true that engine-men do now maintain a watch ahead in most cases, but their constant watchfulness is not made part of the rules, and it cannot, therefore, be offset to any great degree the promise contained in Rule 99, that the flagman will go back a sufficient distance to insure full protection. The flagman could always do this, but criticism would be unnecessary, but in practice it is found that he cannot in every case get back a sufficient distance to insure full protection.

The engine-man has an important duty to perform and he should be given the benefit of a rule, on which he can depend. The following rule is suggested as being a companion rule to Rule 99: "Engine-men will maintain a constant watch ahead for flagman's signals, or other indications of a train ahead. On curves, or at points where vision is obscured, or when weather conditions make observation of signals or warn-

ings in any way doubtful, or when difficulty with machinery temporarily withdraws attention from a constant lookout ahead, speed should be reduced to make progress entirely safe."

Under our present rules engine-men have been educated to expect a perfectly clear track except as given warning by flagman, unless we are to consider Rule 105 as applying to this important operation. That Rule 105 is intended to apply in a case of this kind is not seriously considered by anyone because Rule 105 is too negative in operation to be depended upon in a serious matter which occurs to all trains at frequent intervals.

"Safety First" has proven a wise slogan for all concerned, but why not make it mean time enough to slow up in heavy weather so that a short signal can be acted upon in time to prevent accident? Why not go one logical step farther and make it mean time enough to slow up in any kind of weather, at dangerous points, to secure safety should a short signal become unavoidable? Some may feel that the suggested rule would divide the responsibility too much and that by dividing the responsibility the flagging would be weakened. But in view of the fact that the revised code provides for a whistle signal at meeting point, the middle order at meeting point, and the auxiliary whistle signal to call attention to signals displayed, the danger of dividing the responsibility will hardly be accepted as an adequate reason for not providing by rule to make flagman's signals more effective by securing the co-operation of the engine-man.

A road may properly feel itself justified in not instructing engine-men to reduce speed when approaching dangerous places when such road is fully equipped with automatic signals, or some other means of knowing that the track ahead is clear; but roads which are not so equipped should not make the promise which is contained in Rule 99 without giving engine-men the right, by rule, to co-operate with the flagman to secure safe operation. The flagging rule as it stands today reminds one of the Swede when the preacher asked him, "Do you take Hilda Nordahl for your lawful wedded wife, for better or for worse?" "Oh, well," replied Ole, gloomily, "Aye s'pose aye get a little of each."

There are some things about our present method of flagging which are not consistent. Take, for example, the many cases in which the flagman simply goes a few rods to the rear of his train; in most of such cases the cabooses or rear end of the train can be seen farther than the flagman can be seen. It is not at all impossible that a little care in selecting the color for painting cabooses and passenger equipment might soon develop a distinctive color which would serve an approaching train much better than the flagman. In fact, I am nearing a point where I am ready to see the flagman eliminated entirely unless we can have the other half of the operation provided for by rule. That is to say, if we cannot by rule require the flagman and the following train to co-operate to secure safe movement, then we should eliminate the flagman entirely and put protection for rear-end collisions up to the following train, because the following train is in a better position to avoid accident in most cases than the flagman is.

Some old rules published for the operation of trains in 1866 have some paragraphs covering following movement which indicate to what extent such rules have been eliminated during the past fifty years. Here are a few of them:

"Trains following others keep at least five minutes behind the time of the forward train and approach all stations with proper care so as to prevent the possibility of a collision with the forward one, or injury to persons about the premises."

"Engineers of freight trains must keep a strict watch when delayed forty minutes and in the vicinity of gravel or wood trains, and when the signal is seen, the train must stop until the track is cleared for the train to pass."

"All trains must approach stations with care and under full control of the engineer, except express trains, which may be white flagged that all is right."

"Engineers, when approaching a switch, will direct their eyes to it as soon as within view, and are to have their trains under such command as to be able to stop them should the switch prove to be wrong."

Question. (1) Is this a proper order? "Engines 1261 and 1086 run as two extras from A to G meet 2d 95 engine 1267 at B Extra 1083 west First 97

Engine 1089 Extra 1091 west 2d 3d and 4th 97 Engines 1096, 1264 1101 at C has right over 5th 97 engine 1092 and No. 93 engine unknown A to G This order to 2d 95 at B."

(2) Can two or more engines given running orders on one order? Example: Engines 2138, 2146, run as three extras from A to D.

(3) Order No. 1 issued to extra and No. 26 at A (which is a terminal) "Extra 2134 will run ahead of No. 1 engine 1125 until overtaken."

The general superintendent issued a circular stating that in a case of this kind that the superior train must leave the terminal before the extra may pass it any place else after leaving the terminal.

(4) Order No. 1: "No. 157 engine 2171 wait at B until 17:10 C until 17:50 D until 17:50 for extra 2139 north."

Order No. 2: "No. 157 engine meet extra 2139 north at C."

Can No. 157 go to meeting point regardless of the wait order? Is No. 1 order still in effect, as it has never been superseded, fulfilled nor annulled?
ENGINEER

Answer. (1) The order is correct so far as form goes but it is too long and contains too many movements to comply with the spirit of Rule 201, which requires in part, "They must contain no information nor instructions not essential to such movements."

So far as extras 1261 and 1086 concerned the rule is not violated when it comes to Fifth 57 and the opposing trains involved, the order contains instructions not essential to movement.

It is my opinion that short orders are preferable, because they are clear and easily understood.

(2) Yes. There seems to be no reason in the rules or in practices why it should not be done.

(3) The ruling is correct and is standard practice.

(4) Both orders are in effect. No. 157 must wait as directed by Order No. 1. The meet order does not supersede Order No. 1.

If it is the desire that No. 157 should not wait, Order No. 1 should be annulled.

BOOST THE PLUMB PL



WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or return matter sent in, governed entirely on its merits.

Address all matters for publication to MRS. H. H. TURNER, 4944 McPherson av., St. Louis, Mo., and material for the Grand President, to MRS. M. E. CASSELL, 1497 Alameda avenue, Cleveland, O.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 4229 West End avenue, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 7612 Rogers avenue, Chicago, Ill.

May Day

April sighed and slipped away,
May came romping in,
Nature smiled, her favorite child,
Its work would now begin.

Blossoms opened wide their folds,
Welcoming fair May,
All about rang Nature's shout,
That happy, happy day.

But fair May, with smiling face,
Went bravely to her work,
This she knew, that she must do
Her task and never shirk.

Blossoms fair must fade away,
Petals fall forlorn,
Making way for that glad day,
When fruit shall be born.

FRANK FAIR.

The First of May

What has become of the once lovely Queen of the May? We know that the King is now King of the May, but where is the Queen? Our grandfathers and grandmothers unto the tenth generation or more were wont to select the fairest maiden, or lassie, or maedchen, and crown her with a wreath of flowers, while the youths and maidens of the village danced and sang around the Maypole, and all of them searched the

woods and meadows for violets. This year if the Queen indulged in such a quest she would likely go home with the sniffles. No flaxen- or raven-haired maiden is now singing, "If you're waking call me early, call me early, mother dear, for I'm to be Queen of the May, mother, I'm to be Queen of the May." Perhaps that is the secret of the whole thing. No modern mother would dare to call her early. The workers, also, who formerly laid down their tools for a day of merry-making, now lay them down to see if they cannot "start something." The modest violet is in danger of being supplanted by the hand grenade or bomb as the May-day symbol.

Even the sport, once so general, of moving from one house, flat or apartment to another house, flat or apartment, as the case might be, and enjoying the privilege of commenting on what dirty people must have lived there before, is denied us. It is too risky a venture. Moving has always been expensive. It used to be said that three removals are worse than a fire. Now they would be equivalent to bankruptcy. It is a reckless family indeed which ventures to vacate in these days. If Shakespeare were still with us he would

say it is better to endure the janitor we have than fly to others we know not of. In spite of all this May-day would not be so bad if only April would agree to quit, and the Communists would cease from troubling.

"What is Home Without a Mother?"

BY EMMA IRENE M'LAGAN

Everybody knows that line, "Now is the time for all good men to come," etc. And while the call is to "their country," that is to aid and help in time of stress, just now it should be the slogan for women to adopt everywhere by standing firmly on the foundation of "the home" as the salvation of mind and body.

Twenty-five years ago the mothers of the thousands of our splendid boys who rallied so gallantly to "the country's aid" were still in their teens. Just light-hearted, joyous, pleasure-loving girls, eager to live and enjoy life every hour. They were learning "how to keep house" every day under the wise tuition of their own mothers, who two decades before were taught that the first duty of the good woman is to make a home, even if only for herself, but a home in the truest sense of the word.

And the truest sense did not mean home to be a place where one came when there was no other place to go; it did not imply idle hours; neither drudgery nor loneliness. It meant a holy refuge from the storms and stress of daily life wherein peace and comfort reigned, even if on a limited scale. It was not a room or two wherein to clothe one's self in fashionable garb and then sally forth to eat one's meals in public places, but, no matter how tiny the room or two, they were never too small for a cheery, if scanty, repast to be enjoyed.

It is easy enough to say, "Other times, other manners," but there should be no "other methods" in considering, planning and carrying out those plans in making a "home," where children are to be reared, their father's comfort and health considered and life to be lived as was intended by a wise and far-seeing Providence, Creator, or whatever each individual may accept as the "Great First Cause."

There is a wholesome trend in the best periodicals of today toward restoring the status of the home as the

foundation of the nation. Whom history, delving for truth, goes to the root of the great war, it will inevitably see that lack of real home life in the Prussian Empire was that root. The women of Germany were motherly far as giving birth to numerous children went, but their sons were reared from the home at such a tender age that they were placed under such strict military training, there was left in them no sense of what home life meant.

And what those Prussian soldiers lacked our soldiers had. Their hearts were filled with the beautiful holiness of tender mother-love. In infancy they were taught that home meant Mother! That every man should honor and reverence all good mothers because his own mother ranked first among such; they knew that even the lives of their young lives had been ever over, guarded and protected, at least as far as her influence could watch and guard, and protect, by Mother.

How is it to be with the American mothers of the future? Are the mothers of today, who are to be mothers of the families in the next few decades, accepting the obligations and responsibilities cheerfully? Or is it to be fear of the exigencies of the war, forcing many out to take the places left by their men, have in a measure lost the desire to return to home-making and daily life?

As said, there seems to be a trend toward bringing back the same old safer views of life in many of our influential and popular periodicals, even through their fiction the real stories wherein our brave sons and brothers are longing for "mother" to once more see "home," is more evident. Nurses, whose eyes are filled with memories of scenes they would be glad to have never witnessed, tell of the clasp of the cold hand of death hovered near and the last word was "Mother."

It is quite the "correct thing" these days to ridicule sentiment as expressed in old verses, but there was, years ago, a sweet if perfectly simple song which was called, if memory is correct, "What is Home Without a Mother?" The lines carried the wisdom and desire of all mankind, "What is home without mother? What are all the joys of life without mother? When her living smile no longer greets the coming of our feet?"

ly amounted to very little; the sent should live through ages and mothers of America, indeed, mothers where, must make themselves, themselves worthy, by keeping the perfect refuge it has been, is should be, for their families.

Earliest Easter This Year in Eight Years

OVER, IT WILL BE MORE THAN NINE YEARS BEFORE IT COMES AS EARLY AGAIN

ster was earlier this year than it been celebrated since 1913, and it be more than nine years before it ens so early again. The date was almost 1600 years ago at the Council of Nice as "the first Sunday after the first full moon that falls after March 21." If a full moon occurs on any day, Easter is celebrated one week later.

This year the full moon occurred on March 22. Easter came on March 31 the last time in 1913. When the full moon occurs just before March 31, Easter has to be delayed until after the full moon, which sometimes throws the date in April. In 1905 and 1916 Easter was delayed until April 23.

Weather Bureau officials say there is truth in the old saying that an early spring makes an early spring, and vice versa, but there is no question about an early Easter bringing out early styles of fashions, and any person that can travel on Christian countries to celebrate Easter on the same date each year will have the heartfelt thanks of makers, milliners and clothiers all over the world. It is not likely, though, that this change will ever be made, as it took almost 1800 years before the different countries managed to agree on a common date for this important religious event, and even yet in countries like the Russian and Grecian churches Easter is celebrated according to the Old Time, which generally throws the date some other Sunday than it comes in the western countries.

Following are the dates of Easter for the next nine years: 1922, April 16; 1923, April 1; 1924, April 20; 1925, April 12; 1926, April 4; 1927, April 17; 1928, April 8; 1929, March 31; 1930, April 20.

ST THE PLUMB PLAN

Convention Notes

Are you ready for Convention?
May the eleventh is the day;
Don't forget to bring credentials
Or the deuce will be to pay.

Pack your duds and start in good time,
Full of pep and ginger, too,
Ready to discuss all problems
And old friendships to renew.

Buckle on the good strong armor,
Made of metal that will stay,
Come along and pull together
For the good old G. I. A.

MARY E. CASSELL.

Meet me at the Statler on May 11 with a smiling face. There will be "something doin'" every moment while we are there. Don't forget the place, nor the time, and be on time.

Come to this convention and give Sister Cassell a royal welcome as our leader.

Come to the convention on time and stay until the close.

"Aunt Susan" will be at the convention. Come and help her to boost for the widow's pension.

We will all be there and boost for all the good things that come up to benefit the G. I. A.

EDITRESS.

From the Supreme Parlor of Past Presidents

About eleven years ago an Order of Past Presidents was thought of by Sister Collins of Div. 104, Los Angeles, Cal., and one day in the early part of the year she invited all the Past Presidents in the city to meet at her home, and we numbered fifteen in attendance. After an exchange of greetings, Sister Collins told us what she had in mind and, of course, it met with our approval. We have labored away, hoping that some day we would be recognized by the Grand Division. We have always felt that our Grand President favored the movement, and since her visit to us during the past summer we know she does, and trust she will give her full approval at the coming convention. In our city all Past Presidents are taking an interest in the Order, as our aim is to do our best for the Division. We have several Parlors, all in a flourish-

ing condition. Our baby Parlor is located in St. Louis, Mo., and was organized by Sister Cassell with a charter membership of 43. Quite a delegation of Sisters will attend the convention from Los Angeles and we hope to meet the Sisters from the different Parlors and all have a jolly good time.

MRS. R. W. NEWBILL,
Supreme Sec'y and Treas.

Union Meeting

The members of Divs. 45, 51, 109 and 851, B. of L. E., and 27, 112 and 332, G. I. A., held a fifth Sunday meeting on Jan. 30, in Knights of Columbus Hall, Philadelphia, with an attendance of 800. The G. I. A. met in a morning session, which was given over to getting acquainted with our guests and at 12 o'clock the out-of-town members were served with a wonderful dinner. There were 550 at the table and at the sound of the gavel we listened to a very interesting address by Grand Chief Warren S. Stone, which was greatly enjoyed by all. The G. I. A. members returned to their hall, where we held a social afternoon meeting and listened to the presidents of each visiting Division, and had talks for the good of the Order in general. We felt highly honored in having with us Sister Hienerwald, Grand Chaplain, who is a member of Div. 27, and who presided over the meeting. She gave us a very interesting address during the afternoon. The chairman of the committee for the fifth Sunday meeting presented Sister Hienerwald with a beautiful basket of cut flowers from the committee. The meeting adjourned at 5:15 and after partaking of the evening meal, we wended our way to the Knights of Columbus Hall, where we again listened to an address by Grand Chief Stone, also talks by Brothers Parks and Orr, after which the Sisters put on the penny drill, which amounted to \$75, which, by motion of Sister Hienerwald, and unanimously seconded, was given our treasurer to be banked for the purpose of starting our fund for the building to be known as the B. of L. E. and G. I. A. building to be erected in Philadelphia. All went home feeling very proud of our fifth Sunday meeting.

SISTERS' COMMITTEE.

Memorial Day

It's the Old Soldiers' Day and they're
down the street
With a band and the Flag that the
once again;
There's the roll of the guns and the
crunch of feet
In their ranks swinging by who
were fighting men.
There they are in their blue and their
and O. D.,
In their youth and their age, for the
are aiding some;
And the whole town is out and the
shriek with glee
As the old soldiers march to the ca
the drum.

And some were there at Gettysburg
And some at San Juan,
And some went roaring forward
In the steel-swept, mad Argonne.

It's the Old Soldiers' Day, sixty-one t
teen,
And the blare of their band on th
throbbing deep:
There are cheers, there are tears, and
that comes between,
It's the hour of their pride—and the
they keep.
Oh, the lilt of the tune and the shouts
so true!
And the flags on the roofs that are
freely blow!
And the flowers and the wreaths for t
and the blue
As the old soldiers go to do honor to t

And some were there at Gettysburg
And some at San Juan,
And some still hold the ground the
Within the red Argonne.

STEWART M. E.

Little Rock, Ark., March 1,

Dear Sisters: I am sorry sp
lack of it) forbids my telling
the good times we have been ha
Div. 37, but I am sure you
interested to know. Our union
ing, held with Div. 182 was v
tended and enjoyed by all.

An interesting talk was made
Harry Williams, one of the
engineers of the Missouri
Brothers Wilson and Stansber
each presented with a silver ca
as a token of appreciation o
loyalty to Div. 182.

After dinner, Mrs. Charles T
Miss Ruby Lamb gave several se
on the piano and violin.

We hope this is the first o
union meetings.

With very best wishes to all D
Auxiliaries and our good Editr

MRS. CHAS. S. B.

Notices

There will be a meeting of Carolinas on May 3, 1921, at Hamlet, N. C.

MRS. L. BLANCHE JOHNSTON,
Cor. Sec'y Carolinas Union.

Tennessee State Union Meeting
convene with Div. 159 at Memphis,
23 and 24. Headquarters, Chisca

We are expecting a large attendance and will be especially glad to have members from near-by Divisions. It will be our eighth session and our meetings are a success in every way.

MRS. W. T. CAREY,
State Sec'y.

General Logan Issued First Memorial
Day Order in 1868

The custom of observing an annual Memorial Day was instituted in 1868 by Gen. John A. Logan was Commander-in-Chief of the Grand Army of the Republic, according to Justice Norcross of the Third California District Court of Appeals, who then was Assistant-General of the organization. "In May, 1868," said Judge Chipman, in an article written for the *Chico Press*, "I received a letter from a friend residing in Cincinnati, O., suggesting that in some of the countries where it was the custom to strew flowers in the spring-time to the memory of heroes who had fallen in the service of their country and asked if such custom would not be appropriate to commemorate the services of our comrades who had given their lives for the Nation might not perish.

I made a rough draft on May 5, of general order No. 11, and took General Logan at the House of Representatives, who promptly approved of its issuing, and added also to it I had drawn a paragraph and directed me to issue the order at once. My object was to have the ceremonies come in a spring month, but to postpone it to a date which would give opportunity for flowers to mature. The first of May that year fell upon Sunday, so I named May 30.

The order was given to the Associated Press and was sent as rapidly as telegraph and mail could reach the East and West. I think the order in California by pony express."

Good Night, Mother

BY DOROTHY PRINTZ

(Twelve years old)

Mother always comes at night
And tucks me in so good and tight,
And kisses me and smooths my hair,
And when in sleep I see a bear,
And feel so creepy and so cold,
I always want her hand to hold.

Your tasks may seem so very small,
And not of any use at all,
But if you only, only knew
How sweet you are and how true blue,
I'm sure 'twould make you feel more gay,
And ever help you on your way.

An Answer to Aunt Susan's Article in January Journal

The Pension Fund for widows of deceased members of the B. of L. E. has no doubt been receiving the attention of the members of the G. I. A., and Div. 407, Montreal, wishes to go on record as being very much in favor of the pension being given the widows of deceased members of the Pension Association, and we are hoping that the coming convention will decide this matter for the benefit of the widows, as the article in the January JOURNAL very clearly expresses the need of such a fund. MRS. C. STAINER, Sec'y Div. 407.

The Test of Friendship

Our friends may be many, or few; let us treasure them as we would precious jewels, for, like jewels, they vary in worth and beauty. We can sort them out as to their sincerity, usefulness, loyalty and real faithfulness in the ups and downs of life. There is the friend who greets you with a loving kiss and a kindly pat on the shoulder, or the real old-fashioned hug of affection, that means so much when the heart is sad and your soul craves human love. We have the bracing friend, who seems to inspire us with a new enthusiasm and zeal in the affairs of life just when we had seemed to lose interest in everything. This friend will act like a tonic on the down-and-out feeling and make us sit up and take notice. What a welcome we always have for the merry friend who greets us with bright chatter and a happy laugh. She may not stay long, but she leaves the sky brighter and all things look good to us. Then there is the silent friend; if you

haven't one, seek one. She will prove a real solace. How patiently she will listen to your troubles, and her little understanding "nod" will help you and soothe your wounded feelings. There is a friend who will never violate your confidence; she is quiet, restful and helpful in every way. Cultivate her; it is worth while. There are some professing friends who deem it a necessary part of friendship to carry some little unkind remark she may have heard about you. Don't be deluded; herein is the test of friendship. If your friend has your true welfare at heart she will hesitate to repeat what she knows will hurt you or cause you grief. She might put these three questions to herself: Will it give pain? Is it necessary? Is it kind? And if she is true to her better self we are pretty sure the story will never pass the last question.

Mistakes are made, we know, as we are only human, and "to err is human, to forgive is divine." I will close with a few words from an old song my mother used to sing:

Tell us, oh, tell us, where shall we find,
The friendship that leaves not a sorrow behind,
The beauty that fades not, the love that endures,
The faith in each other that friendship secures?

EVA D. ROBERTS, Div. 346.

New Divisions Organized

On Feb. 4 a Division, auxiliary to B. of L. E. Div. 587, Salina, Kan., was organized with 31 charter members by Sister FitzPatrick of Kansas City, Mo. She was assisted by Sisters Herron, Kennedy and Crandall of the same city. After the business session a 6 o'clock banquet was served both Divisions in honor of the first anniversary of B. of L. E. Div. 587. A roast pig and a large birthday cake were the table decorations, and pink carnations were the favors. We have set our goal at 50 members by the close of 1921. Bro. A. T. Konold, General Chairman of the B. of L. E. of Cheyenne, Wyo., acted as toastmaster. This was a happy day for all concerned and as we start out with such bright prospects we hope for many happy occasions.

MRS. ARTHUR JAY, Sec'y.

Grand Organizer Sister D. G. Georgia of Scranton, Pa., very creditably organized a new Division at Scranton on Tuesday, March 1, in Knights of Malta

Hall on Adams Ave. The charter tained 53 names and starts off very bright prospects. We known as Scranton Div. 570. The ident is Sister D. G. Westcott, by a very efficient corps of Meetings will be held the first Tuesday in each month at 2:30. Knights of Malta Hall, 322 Adams Ave.

MRS. JOHN S. LOOMIS, Sec'y.

Wednesday, March 3, was a bright spring day and Mrs. C. E. Miller, V. P., accompanied by 16 members Lackawanna Div. 369 of Syracuse to Binghamton and that afternoon organized Parlor City Div. 569, charter members.

Officers were elected and installed and at 6 o'clock a very delightful dinner was served, which all enjoyed exceedingly.

An evening session was held with officers of Div. 369 exemplifying ritualistic work.

The meeting was adjourned at 8 o'clock Friday, when Sister Miller thoroughly instructed the new members in all the work.

Sister Miller, in behalf of Division 369, presented the new Divisional baton, 30 recognition pins and \$10.00.

A miniature apron was sold for 10 cents per inch and the price per penny for each inch her waist measured. (It is marvelous what large waists G. I. A. ladies have.) Sister of Div. 369 donated the aprons, the sum realized, \$16.35, was used as the flower fund of the new Division.

Sister Miller made remarks regarding charity, insurance and membership.

As a token of appreciation Sister Fowler, president of Div. 569, presented Sister Miller with a gold piece.

Div. 569 has the brightest prospects, and a very capable staff of officers. We are confident that in the future this Division will rank with the banner Divisions of New York.

The visiting Sisters returned on Friday evening, declaring they spent two very delightful days wishing Div. 569 the success which truly merit.

A MEETING

Twenty-seven acres are the to be cultivated by each person in agriculture in the United States.

DIVISION NEWS

nineteen twenty was a very prosperous and happy year for Div. 166, Jackson City, Ia. Sister David Thompson was our president and was unanimously re-elected for the year 1921. Many new names have been added to membership roll. Evening parties have been held each month at the different homes and when we entertain the Brothers of 490 it makes the bonds which bind our Divisions together a little stronger. During the summer we held an annual picnic and 130 Brothers and Sisters enjoyed the dinner. Our inception came on Dec. 16, and we were glad to have for our inspector Sister M. Martin. Dinner was served to 50 at the Jackson Hotel. The tables were beautifully decorated with flowers, the gift of the Brothers of 490, and after serving this purpose they were sent to one of our sick members, who was in the hospital. Inception day was certainly one of the busiest of the year, and we appreciated the many kindnesses shown us by Sister Martin. Feb. 27 was a day to be remembered by Divs. 166 and 490, as the Sisters gave the Brothers a real banquet at the close of their noon meeting. A sumptuous dinner was served to 100 and the chaplain of Div. 490 returned thanks. When we were ready to be seated, the chief, Sister Thompson, gave a delightful welcome to the Sisters and our president, Sister Thompson, responded in a most pleasing manner, giving an address of welcome. Vocal and instrumental music was furnished during the meal. Sister and Sister Thompson have been officers and have served our Orders and they have a faithful band of members and members to help them in the work of the G. I. A. and B. of L. E. Sec'y Div. 166.

Our Grand Secretary's report for the quarter shows an increase of 700 members, of which we should all feel thankful, and it shows that some have been busy. If each will do her part we shall soon realize our 50,000.

At the evening of Feb. 1, the members of Div. 41, Newark, Ohio, entertained their husbands with a birthday party, each Sister giving as many pen-

nies as her years to supply the funds for the dinner, which was served at 7 p.m. and a fine chicken dinner it was, with all the good things to eat that could be mentioned. The tables were decorated with cut flowers and tiny baskets made of the colors of our Order and filled with dainty confections. These were given as favors. After a program of readings and music, the evening was spent in dancing, card playing and music. At a late hour the guests departed for their homes after wishing the Sisters many happy birthdays. Mrs. J. COLE, Sec'y Div. 41.

In July, 1920, Div. 479, Moncton, Canada, had a visit from Canada's Grand Officer, Sister Mains. She came for inspection, as well as to visit, and we are always glad to see her and wish she were not so "far down East," so we could have her, as well as other Grand Officers, to visit us oftener. We feel these visits are a great benefit to our Divisions. We now have a membership of 87, having initiated 14 during the past year. Much of this is due to our chairman of the lookout committee, Sister McLaren. At our meeting on Jan. 28, we held a short session and then opened our doors to the members of B. of L. E. Div. 162. We also had as our special guests members of the General Board of Adjustment. The evening was pleasantly spent in social intercourse, with music, cards and addresses interspersed. Addresses were given by Brothers Hennessy, Cook, Gralton, McLean, Stone, Adkisson, Black and Travis. All spoke in flattering terms of the G. I. A., and their good work in helping along the Brothers of the B. of L. E. Refreshments were served and a very pleasant evening came to a close, with the singing of "Auld Lang Syne" and "God Save the King." Sec'y Div. 479.

Div. 533, Van Buren, Ark., held a most delightful social evening on Feb. 1 with Div. 524, B. of L. E., as our guests of honor. Sister Adams had charge of the program, which was both unique and entertaining. This was our first social affair since our organization last March, and each of the 75 guests voted it a decided success, and some of the Brothers suggested we make it a quarterly affair, as it would be a fine "get together movement" for

both Divisions. At a late hour a delicious two-course luncheon was served, which was all that was needed to complete a most enjoyable evening.

MRS. B. J. LEMLEY, Sec'y. Div. 533.

On January 31 Div. 367 united with the Brothers of Div. 439 and the Fireman Brotherhood and gave an entertainment and barn dance. The hall was beautifully decorated with evergreen trees and festooned with streamers and trimmed with corn, pumpkins, paper flowers, etc. First on the program was a concert by the orchestra, interspersed with violin solos and singing by a quartette. This was followed by the grand march, members of the G. I. A. going in a body, dressed in aprons and sunbonnets made in the G. I. A. colors. Dancing until a late hour followed. A prize of \$10 was awarded the couple dancing the best, also \$10 to the one wearing the most unique costume. Refreshments were served, consisting of doughnuts, coffee and other good things appropriate to the occasion. All voted it a great social, as well as financial, success.

MRS. WM. H. WEEKS, Cor. Sec'y.

Just a line to say Div. 501, Altoona, Pa., is prospering, and we have good prospects for the coming year. At our last meeting we initiated a class of seven and had with us Inspector Sister Ripple. At the close of the business sessions the guests were escorted to the banquet hall, where a delicious five-course banquet was served. The tables were beautifully decorated and covers laid for 40. The affair was a great success. In January 38 of us went to the home of Sister Ross to help her celebrate her birthday and we certainly enjoyed a very delightful evening. We were entertained with music, readings and games and Sister Ross was the recipient of many useful gifts. A delicious and dainty luncheon was served and all stayed until there was a grand rush to catch the last car home. We wish for Sister Ross many, many more happy birthdays. Brother and Sister Oswald entertained the members of Div. 501 and their husbands at a sauerkraut dinner on Feb. 7, and many good things to eat were in evidence and all did full justice to a most excellent meal. They are excellent host and hostess, and Polly Oswald entertained us with

solos and readings and then a delicious ice cream. Poor Polly has been in cage for 22 years. We expect to have another class in April and go on prospering throughout the years.

MRS. PAUL SCHAEFER

On Jan. 12 Div. 139 Youngwood was inspected by Sister Wilson, president of the V. R. A. Our president, Sister Everett, met her and took her to the home of Sister N. where she was entertained for the evening. At 2:30 we met in the hall and had an inspection of books, regalia, etc. The meeting opened in form and the social work was inspected. Sister Wilson gave us a splendid and interesting talk, after which a very delicious luncheon was served by a committee of our Sisters, and then with a general shake and good-bye we parted. It had been one of the best inspections we ever had.

Sunday, Feb. 27, was an interesting and one long to be remembered. Those who attended the social at Div. 454 in Sells Hall, Youngwood, and Div. 139 and the neighboring divisions and their wives were invited as guests. The occasion was one of the most enjoyable we have attended. Attendance was large and the spirit that prevailed added much to the pleasure of all. A very interesting and appropriate program was well carried out, after which an excellent luncheon was served and was enjoyed by all. Proving the Brothers of Div. 454 to be royal hosts, also splendid providers. Too much credit cannot be given to the committee on arrangements who with taste and judgment made the occasion a success. Thus ended a most delightful time and our good wishes are for Div. 454 and the time proved all time.

MRS. H. B. MAUK, Div. 139

We are so glad to note the progress being made in the membership and trust the good work will continue until every woman who should be in it is given the opportunity. Our President will be satisfied with the progress.

On Jan. 27 Sister Strouse of West Philadelphia, Pa., celebrated her 85th birthday. The Division of Youngwood tendered her a surprise party.

of the meeting, held on that date, illness caused Sister Strouse to have to remain indoors and we proceed to come of her daughter, Mrs. Louis Mason, Jr., who is also a member of Div. 112. It surely proved a pleasant surprise, and the dear Sister seemed pleased by the arrival of her guests. Refreshments were being served, the president, Sister Litzenberg, presented her with a gold coin as a gift to the Division. She has four generations living and three are represented in Div. 112.

S. MONGAN.

For that few readers of the JOURNAL that away out West, there is a town called Ogden, where we have the most wonderful climate, and the delicious fruit in the world. Where hurricanes, tornadoes and earthquakes are unknown, where in the summer time it is cool under our apple trees, enjoying the fruit and shade, and turning to the east, we feast our eyes on the beautiful snow-capped peaks of the Wahsatch Mountains, while our sense of comfort is increased by the cooling breeze that is sent to us from those lofty peaks. In the west we have the great Salt Lake across which so many of our members drive their "iron steeds." Many of these Brothers rendered valuable service in the building of that wonderful bridge across Utah's Dead Sea. Many of these men are members of American Desert Div. 55, and on March 3 were entertained at a social and supper in the hall by Div. 237 G. I. A. We have been especially active lately bringing in new members and as we had a total of four on this date, decided to have it a day of rejoicing. At 4:30 the doors were thrown open and the members began to arrive. Timidly at first they "peeped" to see how many there, but as the number increased their fear vanished and soon we were a big family holding a reunion. Brothers Gilchrist and Bothwell were in charge of the supper, which was served by these experts know how to cook and 'twas thoroughly enjoyed by all. Talks on the good of the Order, musical selections and an earnest appeal from the Brothers to hold these gatherings often closed a memorable day.

Mrs. S. T. GUTHRIE, Div. 237.

G. I. A. Voluntary Relief Association

Chicago, Ill., May 1, 1921.

To Division Secretaries:

You are hereby notified of the death of the following members. The amount due not later than June 30, 1921, for July quarter, is \$2.25 for those carrying one certificate, and \$4.50 for those carrying two.

Members insured during May will pay for June of April quarter and all of July quarter not later than June 30, 1921, or forfeit insurance.

Insurance Secretaries will remit by post office order or express order or bank draft if payable on Chicago, New York, Boston, Philadelphia or St. Louis, Mo. Personal checks and those of any other city except above named cannot be accepted.

SERIES A

Assessment No. 964

Los Angeles, Cal., Nov. 28, 1920, of cancer, Sister Mary Jane Frantz of Div. 104, aged 61 years. Carried one certificate, dated July, 1906, payable to P. J. Frantz, husband.

Assessment No. 965

Marion, Ohio, Feb. 8, 1921, of cholecystitis, Sister Elizabeth Saliday of Div. 167, aged 65 years. Carried one certificate, dated March, 1900, payable to Edward and Ray Ross, sons.

Assessment No. 966

Chicago, Ill., Feb. 14, 1921, of rheumatic endocarditis, Sister Mary E. Ferris of Div. 376, aged 48 years. Carried one certificate, dated May, 1909, payable to Fred Ferris, husband.

Assessment No. 967

Boone, Iowa, Feb. 28, 1921, of chronic nephritis, Sister Elizabeth Billmire of Div. 74, aged 78 years. Carried two certificates, dated March and July, 1894, payable to Mamie E. Fritz, daughter.

Assessment No. 968

Los Angeles, Cal., March 1, 1921, of tumor, Sister Florence Lockwood of Div. 104, aged 39 years. Carried two certificates, dated February, 1919, payable to Augustine Lockwood, husband.

Assessment No. 969

Minneapolis, Minn., March 1, 1921, of pneumonia, Sister Jennie Ferguson of Div. 866, aged 59 years. Carried two certificates, dated January, 1906, payable to Kenneth Ferguson.

Assessment No. 970

Mechanicsville, N. Y., March 1, 1921, of myocarditis, Sister Mrs. S. R. Flansburg of Div. 100, aged 49 years. Carried one certificate, dated November, 1908, payable to Oscar and Bessie Ballard, brother and sister-in-law.

Assessment No. 971

Cleveland, Ohio, March 11, 1921, of nephritis, Sister Bridget Fox of Div. 278, aged 75 years. Carried two certificates, dated May, 1892, and August, 1900, payable to Lizzie Fox, daughter.

Assessment No. 972

Toledo, Ohio, March 15, 1921, of cancer, Sister Josephine Figel of Div. 391, aged 49 years. Carried two certificates, dated July, 1904, payable to Albert Figel, husband, and Pearl Zapf, daughter.

Assessment No. 973

Jersey Shore, Pa., March 21, 1921, of goiter, Sister Nettie C. Smith of Div. 450, aged 53 years. Carried one certificate, dated November, 1907, payable to C. F. Smith, husband.

Assessment No. 974

Jonesboro, Ark., March 26, 1921, of tuberculosis, Sister Grace Deaton of Div. 240, aged 33 years. Carried two certificates, dated May, 1910, payable to W. J. Deaton, husband.

Assessment No. 975

Jersey City, N. J., April 1, 1921, of nephritis, Sister Minnie Smith of Div. 201, aged 46 years. Carried one certificate, dated June, 1920, payable to Fred Smith, husband.

Assessment No. 976

East Syracuse, N. Y., March 21, 1921, of heart disease, Sister Carrie Wescott of Div. 75, aged 88 years. Carried two certificates, dated March, 1900, payable to Geo. Wescott, son; Maud May, daughter, and Leonard May, grandson.

Assessment No. 977

Bradford, Pa., April 3, 1921, of pneumonia, Sister Mary Chilcott of Div. 56, aged 52 years. Carried one certificate, dated December, 1898, payable to John Chilcott, husband.

Members will pay Insurance Secretaries on or before June 30, 1921, or forfeit insurance.

Insurance Secretaries must remit to General Secretary and Treasurer by July 5, 1921.

Members in good standing on January quarter, 18,404 in first class and 7178 in second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Secy. and Treas.
7612 Rogers Ave., Chicago, Ill.

Membership Report

For Quarter Ending April 1, 1921

| | |
|-----------------------------------------------------------------------------------------------|--------|
| Total membership Jan. 1, 1921..... | 28,532 |
| Number admitted during 1st quarter..... | 908 |
| Number forfeited by death, transfer, withdrawal and suspension during 1st quarter | 208 |

| | |
|-----------------------------|-----|
| Total gain 1st quarter..... | 700 |
|-----------------------------|-----|

| | |
|-------------------------------------|--------|
| Total membership April 1, 1921..... | 29,232 |
|-------------------------------------|--------|

Respectfully submitted,

EFFIE E. MERRILL, Grand Sec'y.

The Russian census shows a decrease in population of Moscow of 45 per cent; Petrograd, 71 per cent, due to war losses, epidemics and unsanitary conditions.

Somebody Gets It

Congressman Fordney, the old Republican chairman of the Ways and Means Committee, is inquiring about what happens to Mary lamb after it stops following a school.

"A western farmer shipped a lot of sheep to the eastern market," said Congressman Fordney. "The sheep were sold at a head, but the farmer, after paying freight and other expenses on shipping and selling, had only 3 cents a head."

But what is worrying the Congressman is why he had to pay 65 cents for two lamb chops at a Washington restaurant.

"Twice as much as the farmer paid for a whole sheep!" Fordney exclaimed.

Probably the farmer is wondering what became of that difference between \$2.10 selling price and the 33 cents he got.

Somebody gets it! Not the price of mutton and lamb chops.

Somebody else gets the difference between \$2.10 sheep and lamb chops and 65 cents for two.

Congressman Fordney's committee easily could learn who is getting the money, why, and how. The committee should do this while framing the new bill. The knowledge would be in the hands of the farmer, and might be turned to good account in framing the bill. It would lower the cost of breakfasts, and dinners.

A Negro Lady Registering to

Registrar—Your name?

Lady—Lucy Smith.

Registrar—Your age, please?

Lady—Does I have to told the Registrar—You sure do.

Lady—Well, if I must, I will say forty-seben.

Registrar—What party do you belong to?

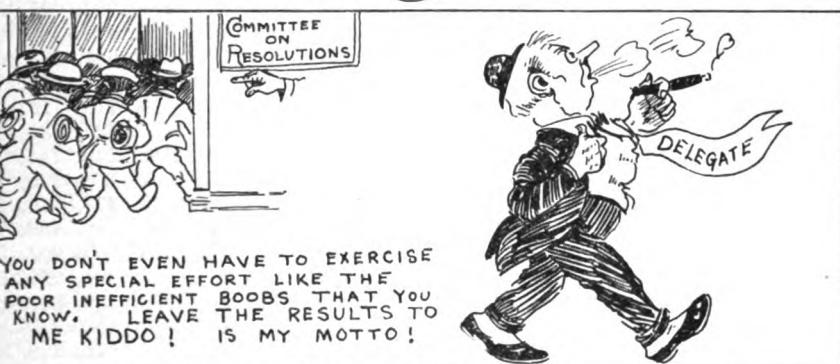
Lady—I don't quite gets you word filiate.

Registrar—I mean what party do you associate with, or who do you like most or best of?

Lady—Do I has to told you a party?

Registrar—You sure do.

Lady—Well, if I has to I will. I 'sociates with Mr. Brown. I doesn't no if he's devorsed yet.



LEARNING IN THE SCHOOL OF EXPERIENCE

EVERY MEMBER GET A MEMBER

TREASURER PLUMB PLAN LEAGUE,

Machinists' Building, Washington, D. C.

Please enroll me as member of the Plumb Plan League. I send you here \$2.00, to apply to a year's subscription to *Labor*, the national labor weekly.

Name.....

No. and Street.....

Town or City..... State.....

The Plumb Plan League Booming

The following Divisions are now members of the Plumb Plan League:

1, 2, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14,
15, 16, 18, 19, 20, 23, 25, 27, 28, 29, 30,
31, 32, 33, 36, 37, 38, 39, 40, 41, 43, 44,
46, 47, 48, 49, 50, 51, 52, 53, 55, 56, 57,
58, 59, 60, 61, 64, 65, 66, 69, 71, 72, 74,
75, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86,
90, 92, 93, 94, 95, 96, 97, 98, 99, 100,
101, 102, 103, 104, 109, 110, 112, 113,
114, 115, 116, 117, 120, 121, 122, 125,
126, 129, 130, 135, 137, 139, 141, 143,
144, 145, 146, 150, 151, 153, 154, 155,
156, 159, 160, 161, 165, 167, 169, 170,
171, 173, 177, 178, 179, 180, 182, 183,
184, 186, 187, 190, 192, 194, 196, 197,
198, 201, 203, 206, 207, 208, 210, 213,
214, 215, 216, 217, 218, 219, 221, 222,
223, 225, 226, 228, 229, 231, 233, 235,
236, 237, 241, 244, 246, 248, 249, 250,
252, 254, 255, 257, 259, 260, 261, 262,
263, 264, 265, 266, 269, 270, 271, 272,
273, 274, 275, 276, 277, 280, 281, 282,
283, 284, 287, 289, 290, 292, 293, 294,
295, 297, 298, 299, 300, 301, 302, 304,
306, 307, 311, 312, 313, 314, 316, 317,
318, 324, 327, 328, 329, 333, 334, 335,
339, 340, 343, 347, 349, 351, 353, 354,
356, 357, 358, 359, 360, 361, 364, 365,
366, 367, 369, 370, 372, 376, 377, 378,
379, 380, 383, 384, 385, 386, 387, 389,
391, 392, 393, 394, 395, 399, 400, 401,
402, 403, 404, 405, 408, 411, 415, 418,
420, 421, 424, 425, 426, 428, 429, 430,
431, 432, 433, 434, 435, 436, 439, 440,
441, 442, 447, 448, 451, 452, 454, 456,
457, 458, 459, 461, 462, 464, 465, 466,
467, 468, 471, 473, 475, 476, 477, 480,
481, 483, 485, 488, 489, 490, 491, 493,
494, 495, 496, 497, 498, 499, 500, 501,
502, 503, 504, 505, 506, 508, 513, 517,
519, 520, 523, 525, 527, 530, 531, 533,
536, 537, 538, 539, 543, 544, 546, 547,
549, 550, 551, 552, 555, 559, 560, 564,
566, 568, 571, 573, 576, 577, 578, 580,
582, 584, 585, 588, 589, 590, 591, 592,
595, 596, 598, 599, 601, 602, 604, 605,

606, 607, 610, 611, 612, 613, 614,
619, 620, 621, 623, 625, 626, 627,
630, 632, 634, 635, 638, 640, 641,
644, 645, 646, 649, 651, 652, 655,
659, 660, 662, 664, 665, 666, 668,
672, 673, 674, 678, 680, 681, 683,
685, 688, 690, 692, 695, 698, 699,
704, 706, 708, 709, 710, 712, 713,
719, 720, 722, 724, 725, 727, 730,
738, 739, 740, 741, 742, 743, 744,
746, 748, 754, 755, 757, 758, 759,
761, 763, 766, 768, 772, 775, 776,
778, 779, 780, 784, 785, 786, 788,
790, 791, 792, 794, 795, 800, 803,
805, 806, 812, 814, 820, 824, 825,
831, 833, 834, 836, 838, 839, 841,
845, 849, 850, 851, 857, 858, 860,
863, 865, 867, 869, 870, 871, 873,
880, 882, 883, 886, 219, 227, 330,
119, 136, 209, 230, 253, 352, 541,
729, 732, 826, 835, 887, 87, 472,
880, 882, 883, 886, 219, 227, 330,
702, 54, 147, 650, 45, 323, 238, 201,
296, 338, 45, 193, 211, 565, 773, 41,
767, 348, 7, 87, 164, 205, 342, 571,
303, 325, 17, 671, 511, 769, 811, 231,
808, 783, 642.

Div. 167, Cleveland, Ohio, has subscribed for its entire membership members.

We still find that far too many Divisions have not joined the Plan League—we are very sure if this matter were given the consideration that it deserves, not only Division, but every member of the organization, would join the Plumb Plan League. Yours fraternally,

W. S. STONE,

Grand Chief Engineer

H. E. WILLS, L. G. GRIFFIN

F. A. BURGESS, M. E. MONTGOMERY

ASH KENNEDY, H. P. DAUGHERTY

E. CORRIGAN, A. JOHNSTON

Ass't Grand Chief

C. D. JOHNSON

S. H. HUFF

Acting Ass't Grand

Attest: WM. B. PRENTER, F. G.

Declaration of Principles of the Private Soldiers and Sailors Legion

The *PRIVATE Soldiers and Sailors Legion is an organization of and for the private soldiers, sailors and marines only.

The purpose of the Legion is to unite all privates of the United States Army and Navy who served in the World War into one fraternal union for the mutual protection of their rights, the advancement of their interests, the promotion of their welfare and the fostering and aiding of cordial, social and fraternal relations among those who served as privates in the United States forces during the World War in the years from 1917 to 1919, inclusive, and to secure forever the blessings of liberty and peace to themselves and all their fellow citizens of the United States of America. These benefits of organization can only be accomplished by definite practical steps taken by the united action of the great body of the private soldiers and sailors themselves.

The successful achievement of the purpose of the Private Soldiers and Sailors Legion will not only be immediately helpful to those who wore the uniform but will be of the greatest benefit to the prosperity, security and welfare of all the people of the United States. It was by the laws and action of the United States Government that upon the private soldier, sailor and marine were placed the great burdens, hazards and losses of the war. Only by the laws and action of the United States Government can those burdens be removed and those hazards and losses to some extent be compensated.

To this end we demand that the United States Government shall promptly enact legislation to provide employment at once for all demobilized soldiers, sailors and marines, who are unable to find employment in private business. The first demand of the demobilized men of the United States service is the opportunity for employment for all.

To tide over the change from military to civil life, we shall ask Congress to appropriate \$500 to be paid to each

soldier upon his discharge from the service. This payment to be made to those who are already discharged, upon the passage of the law.

BETTER CARE FOR THE WOUNDED AND DISABLED SOLDIER

Thousands of soldiers were subject to needless hardships and privations by the unjustly heavy fines and penalties imposed on soldiers by incompetent and unfit officers in courts-martial for insignificant, petty infractions of military regulations. Congress should at once take this necessary action to see that these fines for petty offenses should be promptly repaid to the honorably discharged soldiers, sailors and marines. And all court-martial sentences should be reviewed that justice may be done.

We demand prompt action by Congress to open up for demobilized soldiers, sailors and marines the opportunity to employ their labor on the unused lands and natural resources of our country. And we don't want to be confined to swamp lands, cut-over stump lands and desert lands either. We hold that the hundreds of millions of idle acres of good agricultural, mineral and timber lands and vacant city lots are none too good for the use of the soldiers who are conceded to have saved civilization at \$30 per month, minus large reductions for fines, insurance, etc.

We seek no crumbs of private charity; we ask no dole of public alms; we know our rights and we demand them like men.

We do not purpose to be used as crow-bars to pry some other man or woman out of a job. Nor do we intend to be recruited into an army of unemployed to be used as a lever to force down the wages of other citizens. Nor do we intend to starve or beg. Nature's bounty has provided Uncle Sam and all his nephews with ample opportunity for all to work, if the Government will only let down the bars of monopoly and privilege. We reaffirm the Declaration of Independence and the Constitution of the United States of America and the re-establishment of the rights of free speech, free press and peaceable assemblage, guaranteed by the Constitution. And we recognize the duty of the men and women of our times in this Republic to carry on to full completion

*The word "Private" as used in this document intends to cover those enlisted men in the Army and Navy who are not commissioned officers.

the work begun by our forefathers, by establishing on a sure foundation the last and greatest of the rights of man—economic liberty—without which all the other forms of freedom fail.

A French Fire Department in Action

While in overseas service the writer and several fellow officers one day in La Rochelle, France, were attracted by the appearance of a procession of about 25 Frenchmen, very oddly clad. Their uniforms were of various cuts and styles, all gaudy, and their helmets were of sizes varying from the size of a freshman's cap to that of a large "sou'-wester."

The men were making a pretense of keeping step and in line. Leading them was a man in a uniform with enough gold braid to have made Von Hindenburg, in his prime, look like a buck private.

As they marched along, people came from places of business en route, carrying bottles of wine and cognac, which were tendered the marching men. Upon inquiring, the writer found that this procession was the city fire department on its way to a fire, so he joined the crowd. The fire was in a frame building down on the water front, a distance of six or seven blocks from where the procession was first observed. By the time the fire department reached the fire, each man was carrying at least one bottle of wine in his hand, and several elsewhere upon his person. The firemen stopped in front of the building and lined up, facing the fire, in lines something like a "company front." The chief assigned a duty to each man, which took several minutes, then about-faced them by a whistle blast. On the second blast each man walked to his post. Several pails of water were thrown on the fire, but beyond that the writer was unable to observe any work done by the firemen otherwise than to promote the wine industry. After the fire was over, the building having burned to the ground, the men, those that were left, were again lined up and marched back to the Hotel de Ville to make their report to the mayor.—C. N. Maurer, Mechanical Engineer, Wisconsin Highway Commission.

Indian Corn Glory of American F

BY GARRETT P. SERVISS

The glory of American agriculture is Indian corn. Jealous Europeans tried to rob America of the merit of the credit of being the native home of this golden prince of plants, in vain. On the flimsiest pretext they have sought to hand over the honor to China, to India, to Africa, to any rather than to the great intercontinental to which it rightfully belongs.

They have ransacked the travels of travelers to find some hint or clew which to build a legend showing that the wonderful plant had been a some remote part of the old world before the discovery of the new, but have failed so completely that the cyclopedia Britannica has to admit that Humboldt was right in declaring Indian corn "originated solely in America."

It proclaims its origin in its name. It has the tournure of the red man of his days of independence. It wears proudly on its head the waving plumes of the chieftain, and encircles its arms the shining tresses of the queen. Whose imagination is unimpaired at the sight of the shaking tassels, rank behind rank, nod and sway in the late summer breeze blows over the land of Indian corn? How such a sight to the old land of the Mohawks, the Senecas, the Onondagas, the Cayugas, the Senecas brings back before the mind's eye the romantic days of the past, can history and story, the drama, "Leatherstocking," or "The Pathfinder," of "Chingachgook," of the legends of the Mohicans, of "Hiawatha," of "Sagoyewew," of "Samoset and Massasoit, of Pocahontas and Pocahontas.

The red man discovered the "golden corn," as Edward Everett Hooper named it, and taught the white man the virtues and how to cultivate it. The dusky maidens, lost, all but their heads among its tall, concealing rows, had to make it grow, adorned themselves with its tresses, and gathered its ears, laughingly seeking for the red ones, to each of whose happy fate would quickly assign a wig and a wigwam of her own.

The Indian's legends taught him that the corn was the mystic avatar of a

nging with feathered head from the h, and its cultivation became for a civilizing agency which lifted out of savagery by making him a of the soil.

he charm of the Indian corn decided to the white successors of its discoverers. There are no dearer llections of American childhood, for e who have had the extreme good une to pass their earliest years in ountry, than those connected with cornfields and the corn huskings. rge cornfield, covering many acres, sforms a prosaic piece of land into outh sea" of vastness, mystery and ude.

hen the same ground has been unred by the reaping of the corn in autumn how it seems to have nk, and how flat, poor, ugly and teresting it appears! But while corn, in endless rows and ranks, its nodding tassels high above the of the tallest man, hides the earth, to the imaginative mind alternately imeval forest, an endless city and nexplored sea. Every foot of soil ed by the whispering leaves is ented ground.

nd then, the joys of corn-husking! hinery spoils these as motorboats steamships destroy the ancient m of adventurous sailing. But in ld days, which still survive in some idence-guarded corners of New k and New England, they yet have kng bees," and invite the neigh-to sit in the lantern-lighted barn, w the heavy beams of the haymow, e the children, emboldened by their ence, play in the thrilling shadows, with loud laughs and roaring y and rollicking fun, pile up the en ears in a heap as vast as Ata-pa's ransom before gathering in farmhouse to receive their reward ge slices of pumpkin pie, the savor hich no man knows who has not a it when a boy in the country, in days of the huskings. If Indian had never added a dollar to the er's store, it would still have been of his greatest boons through en- ng his imagination.

he best way to hold your job and out of trouble is to mind your own ness and let the other fellow's alone.

The Origin of Baseball

BY FRANK DORRANCE HOPLEY

Games in which balls are used have been played by nearly every nation, for ages. Over 4000 years ago, in the 12th Egyptian dynasty, historians tell us, a Coptic artist sculptured on the temple of Beni Hassan, human figures throwing and catching balls. A ball with a leather cover, used in games played on the Nile over 40 centuries ago, may be seen in the British Museum in London.

In the 16th century the game of ball was very popular among the nobility in England, France and Italy. The Chinese have also played ball, in various ways, for centuries, and the game has also, with many variations, been played in Japan.

A commission of national ball players, ex-Senators and sportsmen, was formed in 1907 to look into the origin of baseball in America. Their report was made, dated Dec. 30 of that year. In it they unanimously declared:

First, that baseball had its origin in the United States.

Second, that the first scheme for playing it, according to the best evidence obtainable to date, was devised by Abner Doubleday, at Cooperstown, N. Y., in 1839.

Mr. A. G. Spalding, in his book, "America's National Game," gives a statement of Mr. A. G. Mills, one of the commission, as follows:

"In the days when Abner Doubleday attended school in Cooperstown, it was a common thing for two dozen or more of the schoolboys to join in a game of ball. Serious collisions between the players in attempting to catch the batted ball were frequent, and injury due to this cause or to the practice of putting out the runner by hitting him with the ball often occurred. It appears, for this reason, perhaps, that Doubleday provided for eleven men on a side instead of nine."

The theory of evolution of the game of baseball, as advanced by Mr. Spalding, is an interesting one. He says:

"However historians may differ as to the origin of the American national game, all must agree that the sport had as its foundation a ball. Without that as its base, the superstructure of the grandest pastime ever devised by man would never have been erected.

"In order to realize on the ball it is necessary to have some one put it in motion. Placing the ball in the hands of the first lad who happens along, we may be assured he will do the rest. And he does.

"I'll tell you what we will do,' says Tom. 'I'll throw the ball against the barn. You get that old ax handle over there and strike it as it comes back. If you miss the ball and I catch it, you're out; but if you hit the ball and can run and touch the barn before I can get the ball and hit you with it, you count one. If I hit you with the ball before you get back to your place, you're out.'

"They try it, find it works well, and the third stage of the game has developed into barn ball, with two boys, a bat and a ball.

"Again, it happens that it is not sometimes altogether convenient to play barn ball. Tom and Dick are coming from school with Harry. They tell him about their game of ball and the fun there is in it.

"I'll tell you what we can do,' says Tom. 'You and I, Dick, will throw and catch, just as we did the other day, and Harry can stand between us with the club and try to hit the ball. If he misses and either of us catches the ball before it hits the ground, or on the first bound, he is out and the fellow that catches the ball takes the club.

"If he hits the ball far enough to get to that rock over there and back again before one of us gets the ball, he counts one tally, but if one of us hits him with the ball, he is out.'

"Thus the game of one old cat was born, and the fourth step has been evolved, with three boys, a bat, a ball and a base."

The final step in the evolution of the game came in 1839, as has before been stated, when Abner Doubleday adopted the diamond-shaped field, and the other points of play, which were also adopted by the Knickerbocker baseball club in New York, upon its organization in 1845. "Then it was," Mr. Spalding says, "that the number of players participating in the game was limited to 18—nine on a side; a pitcher, a catcher, a shortstop, first, second and third basemen, right, center and left fielders, four bases, bat and ball, and

was the game of baseball subs as played today.

"The organization of the bocker baseball club was the b of a most important era in the of the game, for it was the ported movement of that kind more than 30 years the Knicker club maintained an amateur c tion and, as such, was a model respect.

"In 1846 a party of players themselves 'The New York Knickerbocker' sued a challenge to the Knickerbocker to play a match for a dinner, on the 19th of June, 1846, in Hoboken, N. J. The event came off in Hoboken, N. J., on June 19. The contest was a very close affair. The challengers won by a score of 23 to 1, only four innings being necessary to score the 23 runs.

"It was five years before the Knickerbocker club engaged in another match. In June, 1851, the Knickerbocker club challenged the Knickerbocker who, having profited by their experience by the New York Nine, had improved their game. They appeared upon the ground in new uniforms composed of blue trousers, white shirts and straw hats, creating a profound sensation. The score of this game was 11 in favor of the Knickerbocker for eight innings."—*Dearborn Independent*.

Greatest Men Had Elderly

Casper L. Redfield of Chicago continues vigorously pounding the great men of history, logists, and especially the elders, for what he calls their "fallacy" that they close their eyes to the enormous mass of facts he has collected, or that they base what they say on a reply on some utterly irrelevant point.

Mr. Redfield's contention is that man can transmit to his children what he himself possesses, and that the younger children of great men are much more likely to attain greatness than are those born before them, were old enough to have acquired usual learning or wisdom.

In a recent article in the *American Journal of Homeopathy*, he analyzes the heredity of some great men to prove that such is the case.

Benjamin Franklin, who was one of the greatest intellects of the world,

when his father was 51; the father born when the grandfather was 57; grandfather was born when the great-grandfather was in the neighborhood of 70.

Franklin tells us he was "the youngest of the youngest son for five generations back." And his mother born when her father was 50.

George Washington was born when father was 38, and his mother was when her father was about 60.

Henry Ward Beecher was born when father, Lyman Beecher, was 38. Lyman Beecher was born when his father, David Beecher, was more than 50. Five generations of Beechers cover 190 years, or nearly 39 years to a generation.

John James Audubon, America's best naturalist, was born when his father, a famous French admiral, was 38 and the admiral was a 20th son.

Philip of Macedon was only 26 when his father, Alexander the Great, was born. Philip was a greater man than Alexander, and was born when his father Amyntas II, was 63.

Amyntas was born 90 years after the birth of his grandfather, Alexander I. Adding the 26 for Alexander the Great, the average is nearly 45 for five generations.

Augustus Caesar was born in 63 B. C. His great-grandfather fought in the battle of Cannae in 216 B. C. So the average we can figure gives an average of 190 years from birth of father to birth of son for three generations in succession.

The average for seven generations in the male line of Marcus Claudius Marcellus is over 40 years.

Sammy Kemble was born when her father, Charles Kemble, was 36, and his grandfather when he was 45. Charles was the eleventh son of Rogers Kemble, who was 54 when Charles was born.

John Wesley was born when the Rev. Samuel, his father, was 40, and Charles Wesley when the father was 43. Their father was the 25th child of Dr. Samuel Annesley.

Alexander von Humboldt was born when his father was 49, Cuvier when his father was 50, Alfred Russell Wallace when his father was 52, Confucius when his father was 71.

These are but a few illustrations out of many. If birth control had been practiced in these families most of the famous men and women mentioned would never have existed.

Bro. N. M. Campbell Retired

Bro. N. M. Campbell was born at Guilford, Ind., March 20, 1851, where he spent the first twelve years of his life. Moved to Sunman, Ind.; from there to Fairland, Ind., and from there to Indianapolis. In 1881 he went to firing on what was known as the old I. C. & L. R. Railroad, now Big Four. In a short space of time he got a regular engine. He did most of his firing for Bro. F. M. Howard. He was promoted to engineer in 1886 and joined the B. & O. of L. E. in 1889. He has been in continuous service 40 years on the Big Four Railway, with a clean record from start to finish. He was pensioned April 1, 1921, on account of age limit.

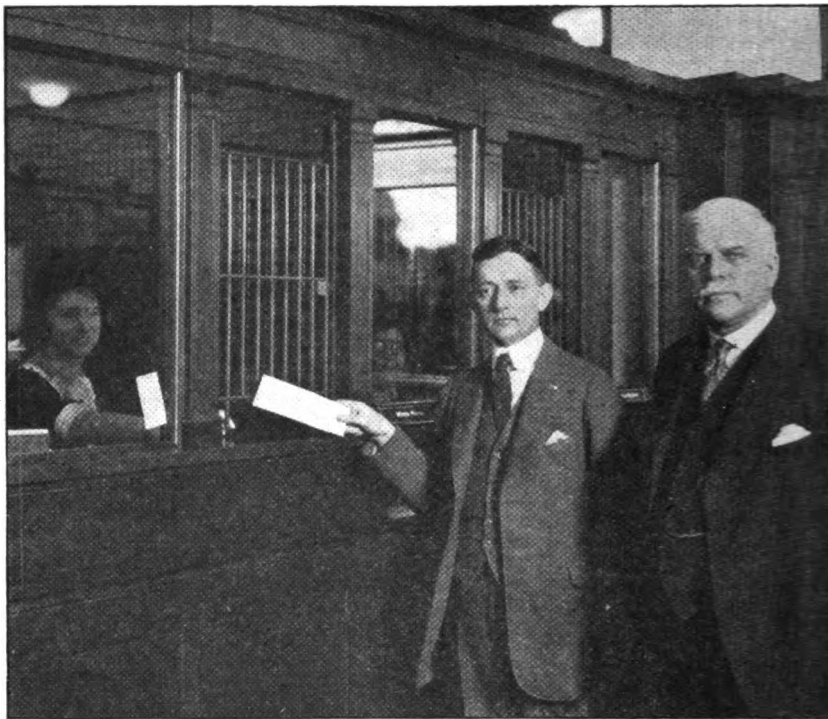
Brother Campbell ran the express train between Indianapolis and Cincinnati quite a few years, thence to yard service in the terminal, which he took in 1912. He took the latter work on account of failure in eyesight. Brother Campbell in expressing his views with reference to leaving the service of the Big Four, said it was just like leaving home. He is one of those stalwart characters. You can look him in the face and read that noble and determined purpose in life to always make the best of all things, whatever they might be. He is a man, and finished his course without an accident. He has a clear record and stands high among his fellow workmen and with the Big Four Company officials, whom he has worked under for so many years.

May joy and peace and happiness accompany you along the remaining pathway of life and may the God of our fathers be with you. J. M. BEGGS,

Cor. Sec'y Div. 546, Indianapolis, Ind

Delegates and visitors to the G. I. D. convention will find the headquarters of the Committee of Arrangements in Room 136, B. of L. E. Building. They should register there and receive their badge. All convention mail will be found there. Any members expecting mail should inquire there.

W. S. STONE, G. C. E.



CO-OPERATION

The accompanying photograph shows Acting Grand Secretary-Treasurer Geo. S. Levi depositing a check of the Brotherhood of Railway and Steamship Clerks for \$100,000 in the B. of L. E. Co-operative National Bank, making a total of \$200,000 they now have on deposit in that institution. Grand Chief Stone is standing at his desk to personally supervise the transaction.

The co-operative bank is meeting with remarkable success. Deposits are increasing every day. The familiar signs on many Cleveland banks which used to read, "We pay 3% on savings," now read, "We pay 4% on savings from date of deposit to date of withdrawal, and 2% on checking accounts."

Following is the official report of the financial standing of the bank as of April 18:

The Growth of an Idea

"Profits Shared with Depositors"

RESOURCES

| | |
|------------------|------------------|
| November 1, 1920 | January 1, 1921 |
| \$650,971.77 | \$2,243,118.39 |
| December 1, 1920 | February 1, 1921 |
| \$1,410,014.96 | \$4,916,957.91 |

April 18, 1921, \$6,703,236.86

Capital \$1,000,000.00

Surplus \$100,000.00

If You Belong to Either Class, Get Out of It

The Brotherhood of Locomotive Engineers has three classes of members who have done, and are doing today, almost as much to weaken the work of the Organization as are our most bitter enemies.

These three classes are represented, first, by the old man who seems to think that the young man has no moral right to anything except what he, the senior man, wants to give to him; second, by the young man who seems to think the senior man should get off the earth, or at least off the railroad, and give up to him all that he, the senior man, has earned by years of service; and third, by those who seem to think there is a bottomless treasury at B. of L. E. headquarters, and that their Organization should be in a position to finance any proposition they might favor from the small amount paid in each month by our members.

Brothers, the three classes of members referred to above all have wrong ideas and instead of strengthening their Organization they are weakening it. We appreciate the splendid loyalty of the old men; fully understand the sacrifices they have made, and we realize that it is on the foundation laid by them that our splendid Brotherhood stands today, but these older Brothers have neglected to encourage the young men to come into the Organization and if they hope to see the B. of L. E. continue to live and grow and prosper, as it must do to carry on the great work before it, these senior Brothers should do everything in their power to encourage the young men to come into the B. of L. E., for, in its final analysis, the very life of our Organization depends upon the fine body of young men who are joining us every month. These young men represent the active force that will continue to protect the senior man on the good run that his seniority has given him, and this young blood coming into the Organization is the force and power that enables the senior man to carry an insurance policy at a reasonable rate.

The young man is also the force that makes possible our Pension Association and the very reasonable rate that permits each member of it to protect his old age with an income. I sometimes

wonder whether our senior Brothers realize that if it were not for the influx of young men into the B. of L. E. our insurance and other dues would in a short time be almost prohibitive. An example of what this means the following illustration will show: A member of my family in the early '80s took out a \$2000 policy in a fraternal organization that for many years had continued in a flourishing condition but in the early '90s it began to experience financial trouble on account of its failure to get new members, and as a natural result the dues began to increase rapidly, going as high as \$8.20 per month on a \$2000 policy. This member of my family, after carrying his policy for 32 years, and paying for many years the high rate referred to, died in 1914, and all that the estate was ever able to collect from this fraternal insurance was forty-two dollars and some odd cents. I cite this example to show you that we must get the young engineer into our Organization if we hope to prosper as we should.

Now for the junior Brothers who think that the old men should get off the earth entirely. I wonder if they ever stop to think that the protection they are enjoying today was secured for them through the loyalty and sacrifices of the old men of today. When these same senior Brothers were building up the great Organization which has done more for its own members and humanity than any other labor organization has ever done before, they were called upon to make much greater sacrifices than our present-day members are aware of, and every young engineer who has benefited by what his Organization has secured for him owes a debt of loyalty and good will to the old men who by those sacrifices made the B. of L. E. possible. Another thing the young Brothers of today should realize is that they represent the old men of tomorrow, and all that is done for the building up of the Brotherhood today will benefit not only himself but the young men following him as well.

I wonder if the average Brother ever stops to think of how very limited the income of his Organization is, or has ever given any thought as to where the money could come from to finance the many different plans which have been presented through the columns of the

JOURNAL during the past few months. You who have followed the correspondence in the JOURNAL no doubt have read many letters from members who think that the bars should again be let down and permit men, regardless of their age, to take out a policy in the Pension Association.

Supposing our convention, which convenes on May 11, should adopt some of the impractical schemes presented, who is going to pay for them? Every dollar that is paid out by this Organization must be paid in by our members, and if our dues are raised to such an extent that the younger generation of engineers growing up refuses to join us, it would only be a few years until our Organization would be composed of a handful of old men and our dues would be prohibitive. I am sure that every department of our Brotherhood, including the Pension and Insurance Departments, are being managed for the benefit of all concerned, and I believe that we will all have cause to regret it if through any of our actions our dues should be increased. Those who are members of the Organization today and who have been members for many years past would not object so seriously to paying higher dues, but you can be very sure that when the dues go too high, the young men will not join us and we will have to recognize the fact that even in the labor world we have our enemies who would not be at all sorry to see this great Organization, which we have been 60 years in building up, torn down.

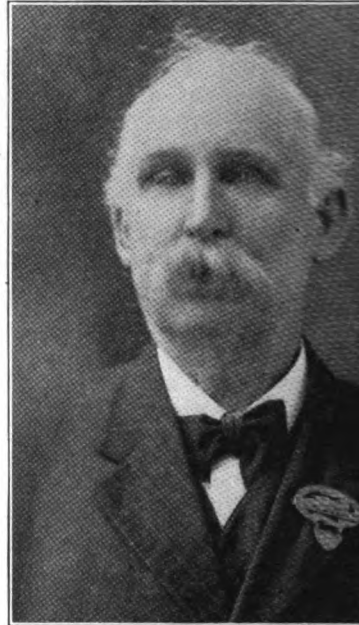
I write this as one of the old members who is interested only in the welfare and continued prosperity of the Organization. I know that we can never be destroyed from the outside, but we certainly can be destroyed from the inside, and I hope to see the day when the senior men will recognize the young men's problems and realize that the young men must be given an opportunity to make a living, and I hope to see the day when the young men will recognize and respect all that the old men have done for this Organization which means so much to all of us. Our old men built the house which represents the B. of L. E. and it is up to the young men to keep this house in repair and to make it as comfortable as possible for the old Brothers who have, through many years of zeal and sacrifice, made the B. of L. E. what it is

today. We must present a unit to those who wish to destroy there is one thing certain, we hang together, for if we do not, be very sure that our enemies are to do a mighty good job of handling us separately.

E. HA

**Bro. Richard W. Kelly Made H
Member of G. I. D.**

Bro. Richard W. Kelly, member Div. 662, Los Angeles, was recently presented with the honorary membership badge and for the information of many friends and companions t



Bro. Richard W. Kelly, Div. 662

out the country we are glad to have a short sketch of Brother Kelly and work.

Brother Kelly was born in Green, Delaware County, Ohio, 22, 1854. He began his railroad work at the age of 14 years on the C. I. Railway, or what is now known as the Big Four, as a rod carrier in the engineering department, later transferred into the shops as a wiper and man and worked up to the position of roundhouse machinist in the shops at Delaware, Ohio, and while working there he began making extra trips as fireman and also as the position of hostler, and w

Cincinnati division was opened in 1872 he began firing passenger and ran a few extra trips until the summer of 1875, when he was promoted and given a place as a regular engineer in yard service and making extra trips on the road when needed.

In 1877 Brother Kelly went to St. Louis and worked for the St. Louis Union Transit & Bridge Company as engineer, later going to the Wabash Railway in December, 1877, and remained on the Wabash, working out of Moberly, Mo., and Quincy, Ill., until 1880. He then came west and was employed by the Southern Pacific Company at Los Angeles, Cal. Remaining with the Southern Pacific until 1890, Brother Kelly went to the O. R. & N. Railway (then a part of the Union Pacific), where he worked out of Dallas, Ore., at the same time Brother Montgomery, now Assistant Grand Chief, was running out of that point as an engineer. Brother Kelly remained on the O. R. & N. until January, 1892, when he returned to Los Angeles and entered the service of the Santa Fe Railway as an engineer on the Los Angeles division. He remained with the Santa Fe until 1896, at which time he attended the B. of L. E. convention and upon his return to the West engaged in a business of his own until 1897, when he again entered the railroad service, being employed on the Rio Grande Western as engineer, where he remained until December, 1898. He returned to the Santa Fe at Los Angeles as engineer and remained until 1907, when he went to work with the International Correspondence Schools as western representative and air brake instructor and remained with the school until 1917, later taking up life insurance work until 1918, when he again re-entered the service of the Santa Fe Railway as power plant engineer.

In his early life Brother Kelly was an active member of the Brotherhood of Locomotive Firemen, he having helped to organize the first B. of L. F. lodge and was a delegate to their first convention and also served as master of Lodge No. 9 at Delaware, Ohio. He joined the Brotherhood of Locomotive Engineers in 1876, joining the Insurance Department in 1879, and during this time he has either served on the committees or as an officer of a Division continuously. He has always taken an

active part in general committee work on all roads upon which he was employed, also attended the convention at Kansas City in 1878, New Orleans in 1885, Ottawa, Canada, in 1896, Norfolk in 1902, and Los Angeles in 1904.

Brother Kelly was a member of the first committee that ever made a contract with any railroad in the United States. This agreement was made by the committee and Governor Stanford, who was at that time president of the Southern Pacific Railroad, and in this contract, seniority, overtime and a standard rate of pay was granted for the first time on the Pacific Coast, and this standard rate of pay was given to the engineer regardless of what service he performed. Brother Kelly, while attending the conventions was active on By-Laws and Constitution Committees and some of our present laws are partly a result of his intelligence and hard work. He expects to go to the coming convention as a visitor and in spite of his advanced years is still taking an active part in Brotherhood affairs.

Brother Kelly is very proud of his honorary badge, which feeling is shared by his many friends and well wishers, who know how high he has held the Brotherhood's standard through all the years. We know of none who deserves the honor more than he and we only hope that we may to some extent follow the pathway that was marked out to us by these worthy pioneers of the Brotherhood. Brother Kelly, we hope that you may enjoy your honors many a long, happy day.

D. E. CRAYNE,
Gen. Chairman Santa Fe Coast Lines.

Delegates and Visitors to the G. I. D. Take Notice!

Bro. Ben Whelan of Div. 167 will be chairman of the Committee of Arrangements for the convention, which opens at 9 a. m. on the 11th day of May, 1921.

Brother Whelan has arranged for living accommodations for all who may choose to attend the convention, but he desires it understood that such accommodations, and all others, for that matter, will cost much more than in 1918. All inquiries regarding same should be addressed to B. C. Whelan, Room 136, B. of L. E. Building, Cleveland, Ohio.

BOOST THE PLUMB PLAN

THE JOURNAL

Published monthly, 1124 B. of L. E. Building
CLEVELAND, OHIO.

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - Assistant Editor

Address all matter for publication—Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to C. H. SALMONS, S. G. E., 1124 B. of L. E. Building.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to W. B. PRENTER, F. G. E., 1118 B. of L. E. Building. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to W. N. GATES CO., Managers Advertising, 409 National City Building, Cleveland, O.

THE GARDNER  PRINTING CO.
CLEVELAND, OHIO

MAY, 1921

The Status of the Railroad Wage Question to Date

The United States Railroad Labor Board sent out a notice that a hearing would be held in Chicago on April 18 at which time a number of the common carriers had requested a hearing before the Board to present arguments why a wage reduction should be granted.

In the meantime the United States Labor Board had issued an order that the National Agreement of the shop crafts would terminate on July 1. I attended the conference in Chicago as the representative of the Organization and when the Board laid down the rules under which the hearings would be held they notified us the railroads would have eight hours to present their argument and the 16 standard recognized railroad labor organizations and the 12 various other organizations, including the outlaws, would be given eight hours to present their argument and show cause why the wage reductions should not be granted.

We protested against the limit of time and also protested against the

Board proceeding with the hearing due to the fact that the term of three of the former members expired on the 15th and their successors in office had not yet been confirmed by the Senate.

The Board took a short recess to discuss this matter and notified that the hearings would proceed with five members of the Board present, which comprises a majority. We also notified us that the railroad had five days to present their argument, after which a recess would be taken for one week in order to give labor representatives an opportunity to analyze the various exhibits being presented by the different railroad organizations which the labor organizations were given five days of five hours to reply, this time to be allotted to the several organizations.

The railroads are presenting their case at this time and will continue next week, beginning April 18. Each road has presented from five to ten exhibits. This simply means a mass of statistics that it would be impossible to read, let alone make a careful analysis of the same in the time given to us to prepare our argument.

Fourteen of the roads, as shown in their statement prepared and presented to us on the morning of the 18th, requested wage reductions for their engineers and firemen. They are as follows:

Belt Railway of Chicago.
Baltimore & Ohio.

Chicago Great Western R. R.
Chicago, Peoria & St. Louis.
Cincinnati, Indianapolis & Western
Chicago & Western Indiana.

{ Chicago Junction Railway Co.
{ Chicago River & Indiana Ry.
Chicago & Alton.
Denver & Salt Lake.

Minn. & St. Louis Ry. and Minn.
St. Louis Ry. Transfer Co.

{ Missouri, Kansas & Texas.
{ Missouri, Kansas & Texas of
Wichita Falls & North Western
Pere Marquette.
Western Maryland.

Some 200 railways in all have requested permission to reduce wages on one or more of the crafts or labor organizations and in addition to that do not hesitate to say, very frankly that it is their intention to come in

other organizations for the other classes of service later. Many of the requests are that the Labor Board abrogate or annul Decision No. 2, and that the roads stand as they did prior to April 1, 1920. Others request a flat 20% reduction, others an 18% reduction and others a 22%, 24% and 26% reduction.

The hearings will continue throughout the week and the principal line of argument seems to be that the cost of living has decreased so much that the roads are justified in asking a reduction in wages. Bales of statistics are filed showing that the cost of living has decreased anywhere from 30% to 60%, the figures differing with the different roads.

They have varied from their usual plan of presenting their arguments for roads in groups. Outside of the eastern territory, each road is putting up its own argument. In the eastern territory, Mr. Walber, executive secretary of the Eastern Managers' Association, spoke for all the railroads except the New England group and the Pennsylvania. The New England group was represented by Mr. Bardo and the Pennsylvania System by Mr. Elisha Lee.

In the majority of cases the road has had an attorney to do this. It is expected the hearings of the labor organizations will begin the week of Monday, May 2. The list of roads given above are all the roads that were before the Labor Board on Monday. We were notified that many other roads would qualify during the week, so that we realize the list is incomplete.

Everything possible will be done to present an argument as to why there should be no wage reduction at this time.

W. S. STONE, G. C. E.

National Wage Agreements to End July 1

On April 14 the United States Railroad Labor Board ordered the abrogation of the National Agreements, defining the rules and working conditions for employees on all American railroads, to take effect July 1. Wages are of course included in the working conditions. The decision affects all railroad employees excepting those in train work represented by the four Brotherhoods, which have separate agreements with the individual roads. This

means that the wage increases granted the train service employees during Government control will hold as they were incorporated into the agreements already existing between those train service employees and the railroads.

This ruling of the Railroad Labor Board, however, leaves most of the shop crafts employees without any agreement with the railroads after July 1, so the Board has laid down 16 principles as a basis upon which to form agreements between the railroads and the shop crafts employees to govern after July 1.

The 16 principles are as follows:

1. An obligation rests upon management, upon each organization of employees and upon each employee to render honest, efficient and economical service.

2. The spirit of co-operation between management and employees being essential to efficient operation, both parties will so conduct themselves as to promote this spirit.

3. Management having the responsibility for safe, efficient and economic operation, the rules will not be subversive of necessary discipline.

4. The right of railway employees to organize for lawful objects shall not be denied, interfered with or obstructed.

5. The right of such lawful organization to act toward lawful objects, through representatives of its own choice, whether employees of a particular carrier or otherwise, shall be agreed to by management.

DISCRIMINATION FORBIDDEN

6. No discrimination shall be practiced by management as between members and non-members of organizations or as between members of different organizations, nor shall members of organizations discriminate against non-members or use other methods than lawful persuasion to secure their membership. Espionage by carriers on the legitimate activities of labor organizations or by labor organizations on the legitimate activities of carriers should not be practiced.

7. The right of employees to be consulted prior to a decision of management adversely affecting their wages or working conditions shall be agreed to by management. This right of participation shall be deemed adequately com-

plied with, if and when, the representatives of a majority of the employees of each of the several classes directly affected shall have conferred with the management.

8. No employee should be disciplined without a fair hearing by a designated officer of the carrier. Suspension in proper cases pending a hearing, which shall be prompt, shall not be deemed a violation of this principle. At a reasonable time prior to the hearing he is entitled to be apprised of the precise charge against him. He shall have a reasonable opportunity to secure the presence of necessary witnesses and shall have the right to be there represented by counsel of his choosing. If the judgment shall be in his favor he shall be compensated for the wage loss, if any, suffered by him.

9. Proper classification of employees and a reasonable definition of the work to be done by each class, for which just and reasonable wages are to be paid, is necessary, but shall not unduly impose uneconomical conditions upon the carriers.

10. Regularity of hours or days during which the employee is to serve or hold himself in readiness to serve.

11. The principle of seniority, long applied to the railroad service, is sound and should be adhered to. It should be so applied as not to cause undue impairment of the service.

12. The Board approves the principles of the eight-hour day, but believes it should be limited to work requiring practically continuous application during eight hours. For eight hours' pay, eight hours' work should be performed by all railroad employees except engine and train service employees, regulated by the Adamson Act, who are paid generally on a mileage basis, as well as an hourly basis.

13. The health and safety of employees should be reasonably protected.

14. The carriers and the several crafts and classes of railroad employees have a substantial interest in the competency of apprentices or persons under training. Opportunity to learn any craft or occupation shall not be unduly restricted.

15. The majority of any craft or class of employees shall have the right to determine what organization shall represent members of such craft or class. Such organization shall have the

right to make an agreement which apply to all employees in such craft or class. No such agreement shall be made, however, upon the right of employees not members of the organization representing the majority to present grievances either in person or by representatives of their own choice.

16. Employees called or required to report for work and reporting, but not used, should be paid reasonable compensation therefor.

The Board's decision came unexpectedly in the middle of the hearing on the justness and reasonableness of the existing rules and opened a way to a conclusion of the whole controversy.

The fight over National Agreements was begun immediately after the close of the railroads to private ownership.

CONTAINS SOME GOOD FEATURES

There are some good features contained in the foregoing 16 principles, notably the recognition of the right of collective bargaining and representation of the workers by men of their own choosing; also that the majority of any craft shall have the right to determine what organization shall represent members of such craft or class. This latter rule will prevent the existence of factions, whose only purpose, or at least whose efforts, are only in occasional breaks in the unity of organized labor, and who are frequently directed in their work against the labor's enemies than by its misadventures and friends.

The labor world will await with interest the outcome of the conferences between the employees and executives of the various railroad companies. It is hoped that the foregoing principles will be strictly adhered to as a basis in the framing of schedules governing the wages and working conditions of railroad workers for the future.

Notice

All Divisions joining the Plumber's League or renewing their membership should notify this office to insure publication in the JOURNAL. Editor

Announcement

The Statler Hotel will be headquarters of the Third Triennial Convention.

Important to Delegates and Convention Visitors

We have received notice from the Pullman Company, Passenger Department, that they will grant to delegates and members of their families half-rate privileges while en route to and returning from the International Triennial Convention of the Brotherhood of Locomotive Engineers, to be held in Cleveland, Ohio, beginning May 11. It is our understanding that this courtesy also applies to members in good standing who desire to visit the convention.

In order to carry out this arrangement and take advantage of this half-fare privilege, delegates should pay their fare for the accommodations used in both directions, taking receipt from the agent or conductor, and sending this, together with the berth check and proper form of application made out, copy of which will be furnished on application to the Grand Office after you return home. This application will be countersigned by the chief executive and forwarded to the Pullman Company, who will remit the refund direct to you.

Unless you have receipt from the agent or conductor and attach same to the application, together with the berth check, no refund will be made.

Give this your careful attention, because it means much to you.

W. S. STONE, G. C. E.

INSTRUCTIONS FOR REQUESTING REFUND FOR ONE-HALF OF FARES PAID

(1) Make two copies of this report and send to the Chief Executive, one of which will be forwarded to the Pullman Company, who will remit direct to you, the other to be retained in the Chief Executive's office (carbon may be used for second copy).

(2) When you pay for fare for Pullman accommodations used in both directions, going to and from the convention, be sure to get a receipt from the agent or conductor, and these passenger checks, stubs or sleeping car tickets, or conductors' cash fare receipts, must be attached to this report for each item, or no attention will be paid to same and no refund can be made. This is imperative.

NOTE—No refund will be made except when this form of application is used and it must be sent to the Grand

Office of the Brotherhood of Locomotive Engineers for the signature of the Chief Executive.

P. S. Two copies of the regular form have been sent to each Division, but other copies may be had upon application at the Grand Office.

Wasting Time

The most senseless waste of time is that spent in telling how much we know to others, who, while pretending to listen, are merely thinking of something to tell us which they also know. We dignify the proceeding by calling it an exchange of ideas, while the fact is it is more often merely a parading of them. So it is perfectly safe to say that if we spent as much time trying to find out what we don't know as we waste airing what we do know, or think we know, the quantity and quality of our knowledge would be much improved.

Expression of Sympathy

A message bearing the sad news of the death of Brother Cassell, husband of our beloved Grand President, has just reached this office and we wish, at this time, to express to her, whom we all love, our deepest heartfelt sympathy and commend her to Him who doeth all things well and who "careth for us." We are bowed in sorrow with this family whose lives have been so closely linked with the B. of L. E. and G. I. A. from its infancy. May God's richest blessings be theirs in this sad hour. MRS. H. H. TURNER,

Editress Woman's Dept.

Delegates and Visitors to the G. I. D. Take Notice!

Bro. Ben Whelan of Div. 167 will be chairman of the Committee of Arrangements for the convention, which opens at 9 a. m. on the 11th day of May, 1921.

Brother Whelan has arranged for living accommodations for all who may choose to attend the convention, but he desires it understood that such accommodations, and all others, for that matter, will cost much more than in 1918. All inquiries regarding same should be addressed to B. C. Whelan, Room 136, B. of L. E. Building, Cleveland, Ohio.

The Railroads Appeal for Loyalty

The word loyalty has many applications, but in its general analysis it means fidelity to some principle. It may be the love of a child for a parent, or the steadfastness of friends. It may be that quality of mutual interest between the employer and employee, which finds its expression in their harmonious co-operation to accomplish certain ends, such as the quality and quantity of the output of an industrial concern that manufactures articles of commerce, the quality of service rendered by a transportation company to the public.

Like friendship, loyalty must be mutual. It is not reasonable to expect the employee to be loyal to the employer unless the latter repays in kind. It is a quality in human nature which must be appealed to. It cannot be forced or bought. It can exist only where there is a mutual confidence and respect between the parties concerned, and that confidence, that respect, must be based upon true sentiment.

Some railroads, who have already seen the light, are now making an appeal to the employees to come half way, bury the hatchet, as it were, and once more lend themselves to a hearty co-operation with the management in the work of putting railroad train service back upon the high plane it occupied in former days, when economy was the watchword and efficiency the goal. The employees are in a receptive mood, but past experiences have made them suspicious. There is not a case of "once burned, twice shy," but an extreme shyness, due to having been burned times without number, so it is up to the railroads to take steps to regain the confidence of the employees, not by elbow rubbing or handshaking, but by showing a live, practical interest in their welfare as employees and co-workers, for if the officials merely extend one hand of fellowship to the men, while keeping the other hand behind their backs, the men, wary from experience, will want to know what is in the other hand before they come across.

The recent order of the Railroad Labor Board, abrogating the National Agreements on the 1st of July, has come like a flash of lightning from a clear sky. In one stroke it throws the railroad shop and track employees back to pre-war wages and

places them upon their own resources to improve them. This will naturally bring the railroad officials and employees in contact again for adjustment of wages to meet present conditions, and it is safe to say that rests with the railroads whether readjustment the question of will be considered or wholly ignored the greed to secure a fair day's pay for an unfair day's pay.

Three Railroad Strikes Still On

The strikes on the Atlanta, Birmingham & Atlantic, the Missouri & Arkansas and the Sydney & Louisiana Railroads are still on. There are trains reported running on the A. A. under Receiver Bugg, but R. Phelan of the Missouri & North Arkansas has failed thus far to deal with scab employees, while the S. & Louisburg, being an industrial in Canada, is not making much owing to the depressed state of steel industry.

The presidents of the A. B. & M. & N. A. have violated the letter spirit of the Transportation Act refusing to confer with their employees before making wage reductions. Transportation Act is essential agreement, just as much so as agreement between employers and employees can be, and was really forced by the friends of the railroad. They threw it aside like a rag unsuited their convenience to do so.

When the railroad employees violated their agreements with the road last year they were called out and their own labor organizations turned them down, yet their action no worse than that of the management of the roads now on strike.

But these strikes cannot last. There can be no scab railroad in this country. The Wabash road tried to make one in 1894, and it was an failure. After a few months, when engines were put out of commission the floating trash that tried to keep them, the company replaced them with Brotherhood men. Of neither the Brotherhood nor the rights of engineers were recognized a time, and the officials had oppressed their determination that never would be, but the Wabash its natural level in a few years, and

B. L. E. Divisions began to flourish at the various terminals upon the system, the senior rule was restored and has been in force ever since.

Nothing surprising in that either, for the rule of senior rights is as necessary to the successful operation of a railroad as lubrication is to the operation of a locomotive, and when the smoke disappears we will see the A. B. & A. and the M. & N. A. again doing business in the same old way. There is no other way.

No, there can be no scab railroad in this country. Scab engineers in particular are an impossibility. There was a time before the air brake, double tracks and the automatic signals came into such general use when every man on the train had to be on the alert to do the stopping, and be constantly on the lookout for meeting points, break-in-twins and so forth, that scab engineers could be used, but with patent couplers, air brakes, double tracks, block signals and interlocking crossings, the responsibility for the safety of the train naturally devolves almost wholly upon the engineer. For this reason the scab engineer is out of the question, as the quality of man competent and trustworthy enough is not to be found among the scab element, and no railroad company can afford to go to court in defense of a policy of management that employs a class of labor that is notoriously unfit to carry the responsibilities that devolve upon the modern locomotive engineer.

The United States Supreme Court Ignores Safety First

A recent decision of the United States Supreme Court on the responsibility for the death of Engineer Linder, who was killed by a mail crane on the Southern Pacific Railroad, while in the act of looking back at a hot box in his train, is very much out of harmony with modern thought on the question of safety to railroad employees. The court ruled substantially that although the arm of the mail crane in question, when set in operation to deliver mail, was but 14 inches from the locomotive cab and nearer than was necessary, for the reason that Engineer Linder was aware of the danger, but still continued in the service of that company, it was held, as a matter of law, that

he voluntarily assumed the risk, thus relieving the company from responsibility for the accident. Justices Clark, Pitney and Day dissented from the decision.

The unfairness of such a decision is plainly evident, but the fact that in the investigation of the case the civil engineer of the railroad, who had charge of mail cranes on that division, was not even questioned as to their clearance makes it even worse.

In view of that ruling, the writer would suggest that the National Safety Council make an effort to convert some of the members of the United States Supreme Court to the modern standard of thought on the question of safety on railroads, as well as responsibility for same, and if the law does not harmonize with the modern standard it is time it were made to, for such laws tend to hinder the natural progress of ideas and practice relative to safety work in railroad operation.

Not only that but such decisions tend to lessen public respect for the laws, as well as for those entrusted with the responsibility of administering them, and in these days of social unrest, when the radical element is trying by every means to discredit constitutional government, even trying to tear it down, respect for law and order is the only safeguard of the Nation.

To say the decision in the case of Engineer Linder was unfair does not do it justice; the fact is, it was worse than unfair; it was rotten.

Safety Board Suspended by the New York Central Railroad

It is currently reported that the Safety Committee of the New York Central Railroad has been discontinued. Let us hope the arrangement is but a temporary one. It is likely that this move was for the purpose of retrenchment, in anticipation of the promised rigid investigation of the extravagant or dishonest or inefficient management of the railroads. It was believed that nothing could intervene to hamper the safety movement, since it had proven to be such a factor in economical railroad operation, but the ways of the railroads are past all human understanding.

The fault of the safety movement lies in the fact that it is purely a private

institution. We know that the railroads have strenuously opposed the introduction of every safety measure now applied to train movement, from the patent coupler to the electric headlight, and that includes the general application of air brakes and boiler inspection, so in the face of that fact it is not so surprising that safety work is being set aside by some of the railroads.

The work has already demonstrated its merit, on humane grounds alone, and if only as a protection to the traveling public, that alone is sufficient reason why it should become a permanent institution, national in scope and directed by the Federal Government.

That possibility may be far in the future, however, so let us hope the Safety Committee on the New York Central will soon be restored, for Mr. Marcus A. Dow and his able corps of assistants had made a record that is the strongest kind of argument in favor of not only restoring the work of Safety First on that road, but of its general application to American and all other railroads.

Better Be Sure than Sorry

The JOURNAL desires to impress upon the minds of the members and all other readers as well, the danger of making investments of any kind without first getting expert advice. There are sharks in various disguises going about the country offering stock propositions and other investment plans that are alluring to the average person, but absolutely lacking in merit of any kind. You would have some chance for your money at a horse race, a prize fight or a crap game, but in a great majority of the opportunities that are brought right to you, there is practically no chance to win, but every chance to lose.

Members looking for investment need not take any such risks, as they have in their own employ, experts in the B. L. E. Bank, "Your Own Bank," who stand ready at all times to pass upon the merit of investments, and will gladly give you the benefit of their counsel for the asking. "Service" is the real keynote of the business policy of the Brotherhood Bank, so before you make a financial venture consult its officers to get the full benefit of that "service." Better be sure than sorry.

It Was About Time

At last the Interstate Commerce Commission has interested itself in the welfare of railroad employees to the extent of investigating the conditions provided at terminals for the feeding and bedding of train employees. "Shots by the Wanderer" is the title of an article by a writer in the February number of *Railway and Locomotive Engineering*, who has made it his business to make a personal inspection of such places, and he writes a scathing criticism of the accommodations offered railroad employees at terminal points, where cleanliness is most invariably the last consideration if considered at all.

The conditions must be decided upon to demand the attention of the Interstate Commerce Commission, but assured from various sources that it is so bad that the "Wanderer" or else could not exaggerate in detail, and it furnishes just one more illustration of the hollow pretense of the railroads as to humane consideration for their employees or efficient operation with them for the good of the service.

Thanksgiving Service

One of the interesting features of the Third Triennial Convention will be the Thanksgiving Service, which is held in the Hippodrome Theatre on the afternoon of May 15.

In addition to a varied program of entertainment of a high order, there will be speaking by people of prominence. Among these will be Mr. S. J. Eddy, a leading member of the National Men's Christian Association, a traveler and man of international reputation as a progressive thinker, and writer as well as an interesting speaker. We are also advised that Rev. J. Ryan, D.D., professor of inductive ethics of the Catholic University of America, Washington, D. C., will deliver an address, taking for his theme "Industrial Democracy," so it will be well worth while for as many members and their families as possible to attend this Thanksgiving service and enjoy the entertainment and intellectual treat arranged for

BOOST THE PLUMB

| | | |
|--|-------|--|
| | LINKS | |
|--|-------|--|

A Plea for Our Widows and Orphans

It has been called to my attention that we have many members in the B. of L. E. who are compelled to carry the insurance and have no relatives to name as their beneficiary, which the laws of the B. of L. E. insurance requires them to do. In these cases they must name some incorporated charitable institution.

I have in mind one case where the member is quite old and has no relatives. He is fairly well off and willing to keep up the assessments and yet does not want to leave his insurance to some charitable institution in which he has no interest, especially so, as he states, when we have widows and orphans of our own B. of L. E. members that could be benefited if the Association laws permitted him to leave it to them.

The thought comes to me, why could not the law be changed so that this could be done? The G. I. A. has a widows' and orphans' fund from which we pension our widows with children under 16 years of age. We have now 14 widows and 39 children receiving a monthly pension, and applications are in for five widows and 14 children, to be acted on at time of convention.

This fund is kept up entirely by voluntary contributions and will soon be inadequate to meet the demands, and it would be a great help if any B. of L. E. member could leave his insurance to this particular feature of our Organization. There is no other woman's order in the world, that I know of, that is doing this kind of work for its members. Thousands of our B. of L. E. members carry only \$1500 insurance, which seems a paltry amount to leave to a widow with small children, or to an aged one who is unable to earn her own living.

We are doing our best to help the young widow to keep the little ones in the home with her. I find, in traveling over the country, that the majority of the B. of L. E. men know nothing of this fund of ours and the wonderful help it is to the widows and orphans of their deceased members. I know that a resolution will be presented at the coming convention, revising that section of the insurance law regarding

beneficiaries to include this fund of the G. I. A., and we sincerely trust that every delegate will support it and thus encourage and help our efforts to help our needy widows and orphans.

MARY E. CASSELL, Grand Pres. G. I. A.

Which Road Are You Going to Choose?

During this, the time of reconstruction, when capital and labor should work hand in hand, when peace should reign on every side, when justice should be the watchword of employer and employee, the railroad companies seem to have abandoned every code of morals known and recognized as a standard during the past centuries.

Their desires seem to tend toward slavery, in the worst sense of the word, espionage, a system whereby the slave has not only one known master but many unknown masters, by means of whom his every action is made known to his superiors. He is living in a state of continual suspicion; he knows not whether the man working side by side with him is his friend or a spy paid to report his every fault, no matter how trivial.

Through the medium of paid advertisement, editorial comment, the bonus and other such despicable means, the employer is doing his utmost to break up, destroy and even utterly annihilate every form of protection upon which the workman now depends for support.

Their principal weapon is fear, and the worst kind of fear, namely, distrust of your fellow workman. They are using this instrument of torture to satisfy their greed for huge profits, procured at the expense of disorder and hatred. Their cry is the "open shop," the right of the individual workman to deal directly with his company.

They seem to be blind to the events in foreign countries, the civil wars, the dissatisfaction, the bloodshed brought about by disorganization in the rank and file of men. But let us, the members of the Brotherhood, see the light while the rays of reason yet shine. Let us believe in our Organization; let us do our duty by it; let us, as individuals, suffer for the many; then will our Brotherhood continue along the noble road of success, along the highway of glory, to the consternation and despair of our enemies; yet let us be ever watchful lest that homicidal germ of

Bolshevism protrude its diseased head into our path, cause us to stumble, fall, die, for an organization once dead can never be revived. So, boys, be brave; take the bitter with the sweet, show your strength now when it is needed; it is the turning point in the lives of most of us. Two roads are open, slavery and happiness, bondage and success; one is along the road of least resistance, but leading to the ultimate destruction of our beloved Order; the other a battle front leading to the preservation of what we have fought for through many a toilsome day. Is it necessary to ask which road you, the members of the B. of L. E., are going to choose?

P. D. LALLEY, Div. 14.

Delegates and Visitors to the G. I. D. Take Notice!

Bro. Ben Whelan of Div. 167 will be chairman of the Committee of Arrangements for the convention, which opens at 9 a. m. on the 11th day of May, 1921.

Brother Whelan has arranged for living accommodations for all who may choose to attend the convention, but he desires it understood that such accommodations, and all others, for that matter, will cost much more than in 1918. All inquiries regarding same should be addressed to B. C. Whelan, Room 136, B. of L. E. Building, Cleveland, Ohio.

An Enjoyable Evening in Div. 404

George W. Tilton Div. 404, B. of L. E., and Oak Leaf Div. 236, G. I. A., gave a dance at Guyan's Paradise Friday evening, April 1. It proved to be a grand success, both socially and financially. It was attended by many of the general officers of the Northwestern system, as well as by the division officers of both the operating and motive power departments of the Galena division. There were about 1325 paid admissions. Our popular General Chairman, J. McGuire, as well as Past General Chairman Sturrock, were in attendance. A number of out-of-town visitors from as far west as Clinton, Iowa, and as far north as Fond du Lac, Wis., attended the dance.

Mr. George Weed was chairman of the Arrangements Committee for Div. 404, and Mrs. D. L. Gregg for Div. 236, G. I. A. Chief Engineer Charles Froelich was chairman of the Reception

Committee for Div. 404, and Langland for Div. 236.

We also had an advertising which netted us a handsome profit. Late dances were run for the couples and a few quadrilles for older couples, and it was voted present that a very enjoyable had been spent at this popular

JAS. J. KELLY, Div.

A Few Words on the Chicago Agreement

Having attended the last conventions, I added my mite of to the birth of the Chicago Joint Agreement, thinking, as I do now, a life-saver for this old Organization we have gained in strength and membership by reason of its adoption we now going to allow a few members to scatter our gains four winds and in time perhaps our old B. of L. E. ship on the checking the source of supply, means of sustenance to keep organization alive? Put on your ing caps, my Brothers, and realize is going to assume this great in insurance, care of indigents pension, that we have wisely written? It is not our older men by any means, who are now complaining about their mileage other restrictions in the Chicago Agreement.

We have today approximately 600,000 insurance in force and, actively speaking, a small sum hand. The Brother 60 years done his part in the past but pay in much more, and then we pay the claims? Of course, the men, and if we do not keep getting into our Organization who will pay the liabilities we have as I say, let us think and reason ourselves before we attempt to so Chicago Joint Agreement. Such visions are necessary. Our U. S. institution is nearly 150 years old still find it necessary to add amendments to it to keep pace with the

I suggest we make our own constitutional law governing our maximum minimum mileage, and make it clad for all alike, at least leave it is and raise the extra men to regular men's limits. This will the firemen just as well, without

having to interfere. Fix our seniority so that after the 60 days' promotion protest period the firemen have no further say regarding an engineer's seniority or rights to reinstatement, etc. Come to some definite understanding regarding the main line hosting positions, and eliminate the charging of emergency work to regularly constituted extra men, which is very unfair. Let the Chicago Joint Agreement remain as it is for the sake of good will, harmony and co-operation between ourselves and our source of supply, which is very essential to the continued growth, protection and very life of our own Organization. T. J. MULLEN.

Delegates and visitors to the G. I. D. convention will find the headquarters of the Committee of Arrangements in Room 136, B. of L. E. Building. They should register there and receive their badge. All convention mail will be found there. Any members expecting mail should inquire there.

W. S. STONE, G. C. E.

Anniversary Celebration at McComb, Miss.

The fifty-eighth anniversary of the founding of the Brotherhood of Locomotive Engineers was celebrated in Div. 196 on March 17. Bro. John L. Zwingle of Div. 196, a man who has had experience in handling large social affairs, was made chairman of the committee, which in co-operation with the ladies from Div. 199, perfected the arrangements.

The hall was beautifully and appropriately decorated for the occasion and the musical program was all that could be desired, and was especially pleasing from the fact that it was rendered by the wives and other members of the families of engineers, and the committee of arrangements showed its best judgment in the selection of Bro. John Reagin for master of ceremonies.

The first address on the program was by Bro. John Jones, Chief of Div. 196, who spoke interestingly of the birth and marvelous growth of the B. of L. E. Following his talk he was presented with a fine birthday cake by a Sister. The cake was decorated with 58 candles, each representing a milestone on his road of life. Brother Jones gracefully

accepted the gift, which was later raffled off, the proceeds to apply to the delegate fund of the G. I. A.

After readings and talks interspersed with music it came the serving committee's turn to act, and their contribution to the pleasure of those present, during the two-course luncheon, was one of the most interesting and most satisfying features of the evening. The color scheme of the luncheon was green, thus being in keeping with the day (17th), and shamrocks were given as favors, the serving committee also having their aprons trimmed with shamrocks.

Dancing was next in order and was enjoyed by young and old until the wee small hours, after which followed the usual good-byes and promises for another party in the near future, which will not be later than our annual picnic, at the most.

W. L. MUNN, Div. 196.

SISTER LOTTIE MUNN, Div. 199.

Annual Banquet of Div. 196, B. of L. E.

On Tuesday evening, March 29, the Brothers of Div. 296 entertained the ladies of Div. 333 at a banquet held in the Pythian Temple, Lorain, Ohio. The program of entertainment consisted of vocal and instrumental music, also fancy dancing and drills by the little folks. Bro. George Hanley (Uncle George) was called upon for a talk on the history of the Brotherhood and he responded in a manner that made it one of the most interesting features of the occasion, for Brother Hanley is a very ready talker and was handling a subject which he thoroughly understood.

The program ended, all were invited to the banquet hall, where a sumptuous repast was provided that was fully appreciated by all. Following the banquet, dancing was in order and a general social get-together evening was spent, in which all seemed to take an active part, and no doubt much good will result from the good fellowship it promoted between the members and their families.

Much credit for the success of the affair is due the Entertainment Committee, Sisters Moore and Shaver, to whose good judgment and untiring efforts we all owe a most delightful evening.

ONE WHO WAS THERE.

Engineers' Ball a Grand Success

The "at home" given in the City Hall on Friday evening by Div. 240, B. of L. E., was a decided success. Guests were present from Port Huron, London and all the intermediate points along the line and altogether the party numbered over 400. The hall was profusely decorated for the occasion with flags, streamers of red, white and blue, and surrounding the orchestra were several large palms and shaded lights which made a very pretty effect. The affair was informal, and many of the old-time dances were indulged in, such as quadrilles, polkas, right and left waltz, interspersed with waltzes, two steps, one step and an occasional fox trot. The grand march was led by Mayor George Crawford and Mrs. A. Vince, President of the G. T. A., followed by Supt. C. Forrester, London, of the western division of the G. T. R., and Mrs. Forrester; J. Leckie, assistant superintendent of locomotive power, and Mrs. Leckie; R. Rutherford, trainmaster, and Mrs. Rutherford; Charles Sailor, locomotive foreman, and Mrs. Sailor, and other officials of the road. The music for the occasion was furnished by the Alexandria orchestra and, to say the least, it was most delightful. At midnight a delicious luncheon was served by the ladies of the G. T. A., with dancing following until the wee small hours.

The committee in charge of the affair were: A. Vince, chairman; James Copeland, secretary; W. Crompton, J. Woodcock, George Millman, B. Barrill, E. Kennedy, H. Aikens, R. McKay, E. Anderson and H. Boody.

At a meeting of the B. of L. E., James Jackson, Harry Steel, J. B. Wilson and James Broughton were each presented with umbrellas in recognition of their long service with Div. 240. The presentations were made by Mayor Geo. Crawford, Chief of the Division, and suitable replies were made by the recipients, who are practically charter members of the Division. A MEMBER.

For Better Attendance at Division Meetings

For some time the officers of Divisions 301, 401 and 743, Roanoke, Va., have been trying to devise some plan to increase interest in Division meetings, believing that if this could be done

many of our real or imaginary would disappear, and out of the creations of these Brothers the plan was adopted:

On the first meeting day a quarter a joint city meeting held by one of the three Divisions under whose auspices the meeting is held to be privileged to range a program to suit itself, not be allowed to divulge or do what will be pulled off.

On Monday, April 4, the first of this kind was held under auspices of Div. 301, which was a success all expectations, the largest crowd witnessed at a regular meeting present. In this gathering the Chief Engineers of all three Divisions and the Local Chairman also, each of the Brothers making splendid dresses and praising the men for their action in sticking so close together during a period such as we are now traversing. Brother Hay of Div. 301 in commenting on the situation that such loyalty as had been shown by the men on the N. & W. system could not be passed by unnoticed and that the men that the day would surely when they could look back to their long times without a single regretting full well that they had carried the Golden Rule and contributed their part toward cementing the Brotherhood with Brotherhood.

Every member present at this meeting was given an opportunity to say his say and no time limit attached to the result being that many valuable suggestions and ideas were advanced. We were enlightened as to working conditions of other divisions and seniority districts. Believing that good had been derived from this meeting, it was voted a success, and agreed that the next meeting of this kind would be held by Div. 401 on Friday, July 4. Brothers Patterson and Harvey have already begun to prepare for this meeting and telling it confidently that they intend having a dainty "menu" and more of it than Division had. Line up, boys; let's all in. We are from Missouri, and go.

ROANOKE DIV.

Announcement

The Statler Hotel will be headquarters of the Third Triennial Convention.

B. of L. E. Div. 55 Entertains the Ladies of Clara Barton Div. 237

Monday, March 28, marked the first of a series of socials the Brothers of American Desert Div. 55 intend giving in honor of Clara Barton Div. 237 during the coming seven or eight months, the last of the series to be in the early winter months. The first has proven such a "howling success" the writer is of the opinion the "old boys" have got their "feet in it" sure enough, and will not only have to "carry on" in the lodge room but will be expected to play caterer and chef when the Sisters entertain their clubs at home. These boys are some cooks. Hot rolls, coffee, salad and cakes, did I hear you say? Well, I guess yes. The readers of the dear old JOURNAL will recognize a number of the names belonging to the real old members of Div. 55, B. of L. E., and several of the old-timers of Perseverance Div. 98, who having served their apprenticeship are now on the right-hand side; in other words, have cast their lot with the H. H.'s of Div. 55.

At 4 p.m. the "orders" for each Brother were to take his best girl and proceed with caution to the banquet hall, where covers were laid for 83 guests, including the children of the members, which made it doubly appreciated, since there was no need of hurrying home to get supper for the hungry kiddies home from school. After everyone had partaken of all the good things to eat, Bro. Russell Bothwell introduced the veteran engineer, Bro. "Doc" Murphy, who gave a very interesting talk on "The Brotherhood" from the days of its crude infancy in the West up to the present time, calling attention to the better provisions made for widows and orphans of members now than formerly, also to our splendid system of insurance.

Sister Guthrie was then introduced and gave some very interesting information as to the work of the Auxiliary, the many benefits derived from being a member of the Order and the V. R. A. Her address was well received, as was also that of Sister McKellips, who spoke in behalf of our own local Division, Clara Barton Div. 237, and of the pleasures as well as benefits derived from membership in the G. I. A., which received the applause merited. Brother Bothwell then spoke in behalf of the

waiters, himself included, telling them to make a run for the lodge room with a "please hurry," hinting that the "committee had to eat some time."

A delightfully arranged program entertained the guests until 7 p.m. with vocal and instrumental piano and violin solos and recitation by Bro. Tom Sonerby, followed by community singing of the national hymn and "Aloha," which ended the most enjoyable social affair in which all shared to their hearts' content.

SISTER MAUD HENBY.

Div. 868 Holds Its Annual Ball

The annual ball of Div. 868 was held at Prospect Hall on Thursday, Feb. 24, and was a decided success. Some 1500 people attended and a wonderful time was had by all. Prize dancing and specialties, consisting of vocal selections by Miss Cunningham, daughter of Bro. E. Cunningham, and instrumental selections by the children of Brother Hagen, served to entertain the assembly between dances. Mr. J. F. Egan, general manager New York Consolidated Railroad Company; Mr. T. P. Blewitt, superintendent Southern division, and various other officials attended.

The grand march, led by our Chief Engineer, J. J. Donnelly, and his grand old mother, was voted by all a beautiful sight. Bro. (Happy) Tom Cassidy was floor manager and did a wonderful night's work. At 2:30 a.m., to the air of "Home, Sweet Home," we broke up, after having had a grand good time, and netted a neat sum for our treasury in the bargain. M. J. ROSELLE, Div. 868.

Delegates and Visitors to the G. I. D. Take Notice!

Bro. Ben Whelan of Div. 167 will be chairman of the Committee of Arrangements for the convention, which opens at 9 a.m. on the 11th day of May, 1921.

Brother Whelan has arranged for living accommodations for all who may choose to attend the convention, but he desires it understood that such accommodations, and all others, for that matter, will cost much more than in 1918. All inquiries regarding same should be addressed to B. C. Whelan, Room 136, B. of L. E. Building, Cleveland, Ohio.

BOOST THE PLUMB PLAN

Northwestern Union Meeting a Decided Success

The Northwestern union meeting of the B. of L. E. that was announced in the March JOURNAL was held in Tacoma, Wash., March 25 and 26. There were delegates from nearly all Divisions in Washington, Oregon, Idaho, Montana and one Division from California, Div. 425. There were also in attendance six General Chairmen from the systems represented in this territory. Things that were of vital interest to the Brotherhood were discussed, one of the principal questions being the Chicago Joint Working Agreement. After a thorough discussion on the various subjects was had, resolutions were adopted and forwarded to the Grand Office in order that they may come before the G. I. D. in May. These resolutions had for their purpose the modifying or changing of existing laws and the making of some new ones, seeking the betterment of the Brotherhood.

Many delegates present said this was their first union meeting but hoped it would not be the last. A splendid bunch of fellows met here and all seemed determined on arriving at a common understanding. On leaving for home all of them felt they had benefited by the meeting and hoped they would not have to wait three years for another one. In behalf of Div. 238 and Div. 801 we wish to thank the Divisions of this territory for the hearty response to our call for this meeting.

J. D. SMYTH, S.-T. Div. 238.

W. W. COLLINS, S.-T. Div. 801.

First Southeastern Union Meeting a Success

The first Southeastern union meeting of the B. of L. E., held at Atlanta, Ga., March 28 and 29, was attended by a large and enthusiastic membership, 32 Divisions being officially represented.

Besides a number of General Chairmen we had with us Bro. W. E. Futch, President of the Insurance Association, and A. G. C. E.'s F. A. Burgess and S. H. Huff.

Much information was gained by those that attended the meeting from the many discussions on matters of great interest to us all. We feel that our meeting was great and that it will do much in bringing us closer together

in the interest of our Brotherhood. A complete history of the meeting has been mailed to the Secretary-Treasurer of all Divisions in the Southeast. Every member in that section is familiarizing himself with the same.

Chattanooga, Tenn., was selected for the next place of meeting, commencing on the second Monday in May.

J. C. DE H.

S.-T. Southeastern Union Meeting

The Sisters of Mars Div. 494 Entertained the Brothers of Div. 491

On the evening of April 2, after a regular order of business had been dispensed with, Div. 491 was delighted to be entertained by the Sisters of Mars Div. 494, G. I. A. A program was rendered consisting of songs, readings and dancing given by the children, and talks for the good of the Order given by Brothers T. C. Henry and J. Corrigan, after which ice cream and coffee were served. All present seemed to enjoy themselves to the greatest extent, many expressing the hope that it would not be so long before they could treat the next time. J. M. CHRYSLER, Asst. Sec'y

System Union Meeting of the Engineers of the Norfolk & Western

The seventh semi-annual union meeting of the engineers and their wives on the Norfolk & Western Railway will be held in Columbus, Ga., at the W. O. W. Home, 60 East Main street, May 9 and 10, 1921. Under the auspices of Div. 72, B. of L. E., a cordial invitation is extended to all member and wife on the system, as all the delegates and visitors will be on their way to the triennial convention at Cleveland, Ohio. W. A. GRAY, Chairman, System Union Meeting of the Norfolk & Western Railway

Delegates and visitors to the convention will find the headquarters of the Committee of Arrangements in Room 136, B. of L. E. Building. They should register there and receive their badge. All convention mail will be found there. Any members expecting mail should inquire there.

W. S. STONE, G. C.

Bro. R. H. Chalkley's Letter to Div. 271

Covington, Ky., March 28, 1921.

Mr. H. E. Richmond, Sec'y-Treas. Div. 271, Covington, Ky.

Dear Sir and Brother: I received from you on last meeting day the badge of honorary membership in the Grand Division, which I very highly appreciate.

I entered service of the Chesapeake & Ohio Railway Company as fireman in the spring of 1877, out of Richmond, Va., and was promoted as engineer at Huntington, W. Va., by Mr. T. L. Chapman in 1879. I joined Div. 190 in 1880 and was transferred to Div. 271 in 1889.

I have served Div. 271 as S. A. E., F. A. E. and Chief consecutively for 20 years. Represented my Division as delegate at Memphis, Tenn., convention and am now serving as Chaplain. I am always willing to serve this grand old Brotherhood which I have seen do so much for its membership.

I put in 43 years on a locomotive for the Chesapeake & Ohio, which I consider one of the best railroads in the United States. I was retired last August on pension account of heart trouble and failing eyesight.

R. H. CHALKLEY.

Horsepower Wasted

From the Niagara River but 26 per cent of the total flow is diverted for generating electricity. Engineers estimate that 60 per cent might be diverted without marring the scenic beauty of the falls. There is practically no variation in the flow of this river throughout the year, making it ideal for hydro-electric development. Millions of horsepower are going to waste. A treaty with Great Britain limits the amount of power that can be developed now.

Labor, the national weekly published by workers, is your Liberty Bond against injustice and oppression. Read it regularly and learn what the newspapers have been doing to you. Costs less than 4 cents a week. A coupon for your convenience on page 438.

Announcement

The Statler Hotel will be headquarters of the Third Triennial Convention.

Sand Cure for Stomach

A Brother wishes to learn if our readers know anything about a sand cure for chronic stomach trouble. If so, you will do him a favor by letting him know something about it.

Address G. E. N., 1813 W. 13th street, Chicago, Ill.

Boosting the Cause

Report comes from Washington, D. C., that Div. 167, Cleveland, Ohio, has subscribed for *Labor* for its entire membership of 76 members.

Book Notices**"WHO'S WHO IN BASEBALL"**

The 1921 edition of "Who's Who in Baseball" is now ready for the reader. This book, in addition to an autobiography of the life of the demon slugger, Babe Ruth, contains a complete record of place and date of birth, professional career and other data of interest to lovers of the national game. This book is compiled by Bro. John J. Lawres, Secretary and Treasurer of Div. 405, and is published by the Baseball Magazine Company, New York City. Price, 25 cents.

"Helpful Hints on Modern Locomotive Brakes" is a book gotten up by our Air Brake Editor, Bro. T. F. Lyons. This book is up to date, and of handy, vest pocket size. Price 50 cents. Address, T. F. Lyons, 546 E. 109th St., Cleveland, O. EDITOR.

"Standard Train Rule Examination" is the title of a book gotten up by George E. Collingwood, Train Rule Editor of the JOURNAL, the tenth edition of which, in revised form, has just been completed.

The price of the book is \$2, postpaid Address 407 Crittenden avenue, Toledo, Ohio.

Delegates and visitors to the G. I. D. convention will find the headquarters of the Committee of Arrangements in Room 136, B. of L. E. Building. They should register there and receive their badge. All convention mail will be found there. Any members expecting mail should inquire there.

W. S. STONE, G. C. E.

INSURANCE

Our Insurance Association Convention, 1921

Within a very short period after this may have been read, the delegates to the Locomotive Engineers Mutual Life and Accident Insurance Association convention will have assembled to review the work of the past three years, and consider what is necessary by way of legislation for its future welfare.

Because of so many articles having appeared in our JOURNAL for several



BRO. W. E. FUTCH
President, B. L. E. Insurance

months, advocating loading on additional features or benefits from these certificates, we are constrained to say to the certificate holders of the Association that an insurance such as our original certificate is has an exceedingly limited field for service.

Originally, benefits accrued only because of death. At later periods laws were passed creating a liability for the full face of the certificate for the loss of a hand at or above the wrist joint, the loss of a foot at or above the ankle joint, and the total and permanent loss of sight in one or both eyes. These three later features have, as a matter

of course, increased the number assessments materially and, we should not be added to for any part at this or any future convention, present average annual cost is as a large majority of our certificate holders can stand. We partly have reference to the younger members that are on the extra board.

It is useless to say, but we will that "you cannot get something for nothing." Any additional benefits to it means more assessments, and President and General Secretary cannot pay claims without and the money must come out of pockets. Consequently, if by legislation you enlarge the benefits, we will increase the number of assessments proportion to raise the money to liabilities created. The principle is to pay the older members the insurance. This cannot be done any of the funds now coming in the only way to do that would be by assessments authorized by the convention, and, in our opinion, it would be optional with each certificate holder to whether he would pay such assessments, especially when there would be so many of them. This idea may be had of what such a proposition means, we herewith submit what our records show as of April 1921, viz:

Members with 30 to 35 years of membership, 2931. Amount of insurance \$5,605,500.

Members with 35 to 40 years of membership, 682. Amount of insurance \$1,971,000.

Members with 40 to 45 years of membership, 240. Amount of insurance \$721,500.

Members with 45 to 50 years of membership, 56. Amount of insurance \$171,000.

Members with over 50 years of membership, 68. Amount of insurance \$211,500.

Total number of members 4083 years or more of membership, Total amount of insurance \$8,680,500.

Unfortunately, any action or provision having for its purpose the reduction of our insurance for "physical disability" at 70 years of age would be retroactive, consequently would benefit any member that has reached that age, and we think it would

jeopardize our Insurance Association, but would jeopardize our Brotherhood, if we loaded onto our already overloaded certificates this additional liability. If the demand for old age insurance is sufficient to justify it, we suggest that it be provided as an entirely new feature, and based on adequate rates, and not undertake to tack on a provision onto our present certificate, which now is, in our opinion, carrying its full tonnage, and then more.

Except to recommend the reduction of the indemnity insurance premium at least 15 per cent, we do not propose to make any recommendations affecting the fundamentals of our insurance, and sincerely hope the delegates will cooperate with us along these lines, for insurance is to be regarded as a sacred trust and we should not do anything as a convention that will in the slightest degree tend to weaken or destroy it.

In most cases our insurance will have been the mainstay of our dependents when we pass on, so we pray that prudence and wisdom guide and govern us through the hours of the Insurance Association convention of 1921. W. E. FUTCH,
Pres. B. of L. E. Insurance.

The B. of L. E. Indemnity Insurance

E. H. KRUSE, SPECIAL INSURANCE
SOLICITOR

While the Indemnity B. L. E. Accident Insurance is growing to some extent, it is not growing to the extent it should, considering its merits. We have 10,000 carrying this insurance, which amounts to about 12 per cent of our members, not a very good showing for such liberal and sure protection this feature offers.

During 1920 the weekly indemnity claims paid amounted to \$149,741.57. A rather tidy sum when you consider that only 10,000 members were protected by this insurance, and this will give you an idea of what the other 90,000 missed, or those among them who met with the various accidents from which no engineer or other railroad man is immune. We are safe in saying that a considerable number of us were sorry more than once that our fortune overtook them when they were not prepared. It is bad enough not to be ready under any circum-

stances, but when your own Organization provides it for you at lower terms than can be found anywhere else there is no excuse that will fit the case.

The occupation of the engineer is a hazardous one, but being face to face with danger perhaps makes the men of our craft grow indifferent to it. A long period of good luck may lead us to be careless of providing the protection against accident which is as much an obligation to ourselves and those dependent upon us as any other transaction of ours, but when your attention is called to the matter you cannot plead oversight as a defense, so must simply acknowledge to yourself that it is nothing short of downright neglect.

A man needs to be in better physical condition on the railroad today than ever before, as the work is becoming more strenuous, with the growth of everything excepting the man power, and the chances for injury are incomparably greater than formerly, which makes the need of weekly indemnity insurance more urgent today.

Just view the matter from an economic standpoint, and ask yourself if it pays to go along and take the chances of being injured without having some protection to make the burden of your injuries and your enforced idleness easier to bear than it is when to idleness and injury are added the current expense which never stops. A man's income should be continuous to meet the continuous expense of living, and one of the best means by which that can be provided for is through the indemnity insurance the Brotherhood has to offer you, and is really trying to force upon you for your own benefit.

Your financial protection should be provided for. It is an obligation you owe to yourself and to your family. So wake up, Brothers. Look into the matter. You will find it the best, and for the least money, and when you really understand how good this insurance is, you will need no urging to avail yourself of the opportunity to take full advantage of it, and you will wonder how you could afford to be without it. Yes, wake up, Brothers. It is your insurance. If you never need the benefits it has to offer you will be lucky indeed, and if you do need them they will come to you as blessings undisguised.

E. H. KRUSE,
Special Insurance Solicitor.

A Few Facts

It seems remarkable how some people must be continually reminded that "you cannot get something for nothing." Take, for instance, the Insurance and Pension Associations of the Brotherhood. After having been formulated and put into successful operation on the most liberal plans that could possibly be devised by men who have made a life study of the matter, yet almost every month some Brother writes to the JOURNAL asking for changes in the insurance and pension laws that might possibly be a benefit to a few individuals but at the same time be a menace to the entire Organization.

The Insurance and Pension Departments have two distinctly separate functions to perform. The insurance is intended to protect the widow and orphan after the Brother has passed away, the pension to protect the Brother and his family before he has passed away or after he has become old or disabled. Our insurance being based on the assessment plan, provides for just enough money to pay the current death list, and does not provide for a surplus, and Brother Futch says we could not legally make an assessment for a surplus, so under the law we could not pay a Brother his insurance until it has matured, and if it could be paid it would no doubt be spent before his death and thereby destroy the very feature it was intended to perform, the protection of the widow and orphan. The Pension Department was instituted for the purpose of taking care of the old and disabled Brother and save the insurance for the widow, yet some will say that the old Brothers are barred from the pension by the age limit. Is that so? When the Pension Association went into business, Oct. 1, 1912, there was no provision for an age limit, so the Board of Governors at their first meeting agreed to accept all applications regardless of their age. This was held open until the 1915 convention, with the following results, 393 applications over 65 and 768 between 60 and 65, and if there had been no time set for this limit to go into effect, the Pension Department would have been swamped with applications from Brothers who had been holding back until they were within a year of their retiring time, then pay into the pension

one year and get \$25 per month rest of their lives. Would this been justice for the Brothers who in from the start and built it up on present solid basis? These old Brothers had two years and seven months into one of the most liberal opportunities ever offered to man, and then get away from them, never to be to them again.

There is only one change in pension laws that I would favor; to pay the pensioners the full amount promised them and not deduct dues. This was proper at first, now the interest on the surplus must take care of that; at least, so it should.

Now, just one word to the delegates of the coming convention. Don't ever you do, vote for any change in the insurance or pension laws, they have the full indorsement of the Grand Officers, especially Brothers Futch and Prenter, who have given the best part of their lives in this work and always worked for the best interests of all members.

Don't let anyone stampede you into voting for a change in the law. You would have for its purpose the ending of a few, with a chance, no matter how remote, of wrecking the Insurance and Pension Associations.

"You cannot get something for nothing."

CHAS. S. SWEET
Pension Sec'y, D.

Delegates, Attention!

We have noticed that considerable has been written in the later numbers of the JOURNAL about the pension law. We feel that Vincennes Div. 2 should be about the surest and the most conservative amendments to the Constitution will settle the problem to the satisfaction of all concerned.

Here are some of the differences. There are men who wish the better to prepare the future for themselves, and those who wish the better to prepare the future for their wives and families. Those who wish to aid and assist those who were unable to at the proper time.

A few months ago a Brother was within a couple of weeks of time to fill out the papers for the pension, failed to do so in the spare time allotted to him for this purpose, consequently he is without the pension. Not long ago we had a death

ther engineer, and had the rules as they should be, his wife now would be the better off by a good substantial income.

The Government of the United States has the best pension of any so far; it protects the families of the departed soldiers. Why cannot we do the same? We have proposed that the laws of pension be changed at the coming meeting of the G. I. D. so as to make it compulsory on all active members to have the pension feature, and make the pension the main insurance of the Brotherhood, to make the monthly fee a standard one, to protect a man and whether he wishes it or not, for so doing we protect his family.

The plan that we have instructed our delegate to present to the convention has been argued amongst ourselves from all angles, and we have come to the conclusion that it will meet the approval of all who thoroughly understand it, and we feel that a brief mention of it in the JOURNAL at this time will enlighten all who did not notice it the number of the JOURNAL that it appeared in before.

The plan we present will give a man a fixed amount of pension whether he has been a member from the beginning or not.

The ones referred to in the foregoing paragraph are the ones that were entitled to the pension, but through neglect or indifference at the time, or through financial troubles, perhaps were unable to take the pension out in their time came.

This will in time make the pension the leading part of the Brotherhood protection, and make the policy insurance secondary. The accident indemnity could in time be done away with by fixing a feature in the pension that would pay to the Brother out of work if disabled, either by sickness or accident, and to allow him his pension advance for the time lost. The age limit being dispensed with will allow engineers in the firemen to cross the line, as a good many of them are over the age limit now, as it exists, of 35 years, and they will drop the pension, as the added incentive of the "open" on the pension will mean nothing to them and they can have the pension in one place, and the firemen's insurance will be an expense that will throw into the discard. Also,

later, the added feature of the pension would be to allow any member of the pension, or engineers, in good standing and active service to double his pension and that would further enable him to drop the B. L. F. and E., because he could then get all his insurance under one roof.

This future plan of the pension will be nothing else than the laying away of money to keep one when he has passed the age of efficiency. We must all reach this age at some time and some have already reached it, so why cannot we help him; he will pay for the privilege gladly, and thank us for the help we give him. It will also lighten the burden that rests on the shoulders of the oldest men in service. They will not then have to work continually from 55 to 65 years of age to establish a high rate of pension on the railroad, but can let up and rest in the last years of his life and work and enjoy the privilege of visiting all the points of interest for at least five months of the year, because he has provided for his future with his own money and he knows that no one can take it away from him. Also he knows that when he is called hence, that the Brotherhood of Locomotive Engineers will take care of his widow and she will not have the risk of putting the last years of her life in the poorhouse, because trouble sometimes overtakes us when we consider that we cannot be reached.

J. C. REED,

WILLIS H. MULLEN.

Proposed Pension Changes

Our proposition is that Section 1 of Article IV of Membership (page 111 of the Constitution and Statutes of the Grand International Brotherhood of Locomotive Engineers, revised May, 1918) be stricken out and the following new Article inserted:

ARTICLE IV—MEMBERSHIP

Section 1. Membership in this Association shall include all active members of the B. of L. E. who are in active service, as defined by the Statutes of the B. of L. E., of firemen or hostlers who are members of the B. of L. E., who are in active service as firemen or hostlers, or other members of the B. of L. E. who are engaged in other remunerative occupations and earning at

least sixty (\$60.00) dollars per month, are eligible to membership in this Association. Firemen and hostlers who are eligible to membership in this Association and elect to become members shall be considered as being in active service.

And we further propose that Article IX, or the subject matter of Article IX (Dues, Assessments and Pension) of the Pension Association (page 117 of the Constitution and Statutes of the Grand International Brotherhood of Locomotive Engineers, revised May, 1918) be stricken out and the following new Sections be numbered accordingly:

ARTICLE IX—DUES, ASSESSMENTS AND PENSION

Section 1. Dues of all active members of this Association shall be five (\$5.00) dollars per month.

Sec. 2. Any member of this Association who has been declared a pensioner by the Board of Governors shall receive a pension for the remainder of his life of sixty (\$60.00) dollars per month; at his death his widow to receive the pension as long as she remains his widow.

Sec. 3. Should they both die and leave dependent children, they then shall receive the pension until they become self-supporting, or eighteen (18) years of age.

Sec. 4. Should there be an invalid child left that could not support itself, such child to receive the pension as long as it lives, or a portion of the amount after reaching the age of eighteen (18) years.

Sec. 5. Dues can be remitted only by legislation, or when, in the opinion of the Board of Governors, the financial condition of this Association would warrant and justify such action. In such cases the Board of Governors is hereby empowered to regulate the same.

WILLIS H. MULLEN,

J. C. REED, S.-T. and Ins., Div. 289.

A Plea for Endowment Insurance

I have been reading with interest the many articles from the Brothers relative to the endowment plan of our insurance.

I am one of the old members who has carried the insurance about 44 years and am past the age for pension. When

I took out the insurance I had no idea than to protect my family. 44 years I have had the good to hold my position I have never delinquent. I first took out \$15 \$3000, and am now carrying \$4500.

I read with much interest Futch's article in the March J in which he states there has been a feasible suggestion for endowment advanced.

I hope in our coming convention May there may be some Brother who will be able to present some plan to this plan.

It seems to me that if the endowment plan cannot be financed, it might be a good plan to allow a Brother who has reached the age of 70 to cease his insurance assessments. They could ease up on the aged Brother who has to scratch around to meet his obligation.

Would be glad to hear from more able Brothers on this subject.

GEO. REDMON, I

Protection

Roosevelt once said, "Thrift is intelligent spending." It is a popular idea to think that thrift refers to holding tight to what we have. In fact it is in the intelligent use of our earnings and our surplus that thrift lies. And, by the way, we should talk of intelligent spending where we can show better results than in our investment in B. L. insurance.

Just think, Brothers, we have 50,000 members carrying only \$1000 insurance. Now tell me, how far can you ride on that if you have a small family. You may feel that you are carrying all the insurance you can afford, but you are not viewing it in the proper light. You regard it as a sort of obligation imposed upon you by the Brotherhood and that you never realize anything on it yourself. That is the selfish way of too many while there are others whose families are in the right place who, through carelessness, simply never give it a thought.

When you say you think you have carried the tonnage you can carry in up a \$1500 policy, just consider the moment how much tonnage you

ld be carrying if you were taken y or incapacitated. Look in the t part of your JOURNAL and in the h list you will see that 80 per cent ur insurance is paid to widows, so ave little chance of surviving your , which should be all the better on why you should make proper vision for her that she might be to continue to live up to the stand- she had been accustomed to. Stop think this over, Brothers. You think you are doing well enough, if you could read some of the letters appeal that come to the Grand Office might change your mind. These rs reveal real tragedies in the lives he widows of some of our deceased hers who, through oversight or n neglect, never increased their in- nce beyond \$1500, barely enough to the doctor and the undertaker and ide for a decent burial, leaving ing but sorrow and poverty behind mbitter the lives of their families. o those who never knew the sting overty this experience is especially ng, so, Brothers, do not impose any cross upon your dependents, but ide while you may for the emer- y and the knowledge that you have e your duty in that respect will et credit upon you, will add to your respect and may prove a boon to r family when death has snatched away from those you prize beyond lse in the world.

knowing railroad men as I do, I think only necessary to bring them to ize the position they occupy to use them to a sense of their duty, if these humble lines will serve to that in the smallest degree, the er will feel amply rewarded for the t.

o, Brothers, don't forget that Roose- said, "Thrift is intelligent spend- ' and remember there is no way you spend more intelligently than in iding B. L. E. insurance protection.

J. D. W., Div. 649.

Suggestion for the Convention to Consider

have read with a great deal of in- st the different articles in the RNAL relative to proposed changes ur insurance laws, and I for one ld like to see some changes made ur next convention that would take

care of the older members of the Order. Men who have given the best years of their life to building up of the Engi- neers' Organization.

I joined Div. 156 in the year of 1887, and I carry \$3000 insurance. It is a known fact that 45 years is the age limit on all trunk lines for an engi- neer looking for a job, and as I am 60 years of age I have found it hard to get a job even with any other cor- poration, as they are also looking for younger men.

A few years ago I was employed as engine inspector for the Alabama Great Southern Railroad out of Birmingham, Ala., and the machinists got in their contract to handle engine inspections, and I was taken off to make room for a machinist. The master mechanic then placed me as a hostler. The firemen ob- jected to that and the master mechanic then had to advertise by bulletin the hostling job that I was filling, and the oldest fireman on a passenger run bid for the job and got it. The master mechanic did all he could to keep me employed but could not. I was advised by an engineer to go back firing, so I could bid on the hostling job, but I had served my time firing and did not care to be set back at the age of 50. There are plenty of engineers in good standing today at my age who would be glad to get a position as hostler or engine inspector, and I am one of them.

Since I have passed the age limit of 45 years I have worked at various things, mostly harder labor than I was physically able to do.

I would like to see at our next con- vention a law passed that when a man reaches the age of 60, and he is dis- abled in any way to keep him from work that would adequately support himself and family, he be allowed one- half of his life insurance in order to assist him in his old age.

In my case, if I were allowed one- half of my insurance, I could finance some small business that would support my family. I am proud to say that until now I have never had to ask for assistance from the Brotherhood. I am now 60 years of age and in good standing.

J. H. ARCHER, Div. 156.

Announcement

The Statler Hotel will be headquar- ters of the Third Triennial Convention.

OUR NEW INSURANCE FEATURES

Following is a list of answers to a number of questions with reference to our new features that have been asked by a great many of our members, and which we trust may be of some help to you in writing these features:

1st: The Sick Benefit Insurance is entirely separate from the Accident Insurance. No combination certificates will be issued. This is for the reason that these funds must remain separate.

2nd: There has been no change made in the Accident feature. The old form of application will be used for members making application for this Insurance. Members desiring to obtain Sick Benefit Insurance must make application on the new form.

3rd: There is no principal sum in connection with the Sick Benefit Insurance.

4th: A member taking out Sick Benefit Insurance will continue to pay the same premium that he pays at entry, until he reaches the age of sixty years, then the premium will be reduced one-half. He may pay the same premium and the benefits will be reduced one-half.

5th: A member must carry at least one certificate of our Regular Insurance. In addition to this, he may take as many of the new features as he desires and his age will permit.

6th: Under Plans A, B and C and the Funeral Benefit, a member continues to pay the same premium that he paid at entry.

7th: The Twenty and Ten-Year Payment certificates are not endowment certificates. At the end of the twenty or ten years, the insured will have a paid-up certificate, which is payable at death only. However, the full amount of the certificate will be payable to his beneficiaries at any time after his admission that his death occurs.

8th: A Straight Life certificate under Plan A will be payable for death only; not for disability.

9th: Section 13: We are inserting a table which we think will assist you in writing a certificate under Plan A under this Section:

| Age | | Age | | Age | |
|-----|-------------|-----|--------------|-----|-------|
| 21 |\$1.00 | 35 |\$1.17½ | 48 | ..... |
| 22 |1.01¼ | 36 |1.18¾ | 49 | ..... |
| 23 |1.02½ | 37 |1.20 | 50 | ..... |
| 24 |1.03¾ | 38 |1.21¼ | 51 | ..... |
| 25 |1.05 | 39 |1.22½ | 52 | ..... |
| 26 |1.06¼ | 40 |1.23¾ | 53 | ..... |
| 27 |1.07½ | 41 |1.25 | 54 | ..... |
| 28 |1.08¾ | 42 |1.26¼ | 55 | ..... |
| 29 |1.10 | 43 |1.27½ | 56 | ..... |
| 30 |1.11¼ | 44 |1.28¾ | 57 | ..... |
| 31 |1.12½ | 45 |1.30 | 58 | ..... |
| 32 |1.13¾ | 46 |1.31¼ | 59 | ..... |
| 33 |1.15 | 47 |1.32¾ | 60 | ..... |
| 34 |1.16¼ | | | | |

If a member took out \$1000.00 under Plan A at the age of thirty-five, and after paying contributions for a period of five years, desired to discontinue paying, the value of his certificate at his death would be as follows:

\$1.17½ for each monthly contribution actually made. He would have made sixty contributions, it would, therefore, be worth \$70.50.

Under Plan B, it would be worth \$4.00 for each monthly contribution made, regardless of his age, which would make it worth \$240.00.

Under Plan C, it would be worth \$8.00 for each monthly contribution made, regardless of his age, which would make it worth \$480.00.

Fraternally yours,

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y

MOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 354-357

SERIES T

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.

Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, May 1, 1921.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Your assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$0 from all who are insured for \$750, \$3.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 135, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid.

| Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Am't of Ins. | To Whom Payable |
|---------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|------------------------|
| W. F. A. Luhr... | 60 | 283 | Jan. 14, 1898 | Feb. 28, 1921 | Arteriosclerosis..... | \$1500 | Annie J. Luhr, w. |
| W. R. Wise..... | 49 | 400 | Jan. 2, 1921 | Mar. 4, 1921 | Typhoid fever..... | 1500 | Linna B. Wise, w. |
| Michael Nevins... | 61 | 96 | June 1, 1900 | Feb. 7, 1921 | Gallstones..... | 3000 | Kate Nevins, w. |
| John C. Grable... | 57 | 12 | April 19, 1908 | Mar. 11, 1921 | Valvular he't disease | 1500 | Mary Grable, w. |
| A. D. Hughes..... | 65 | 404 | Nov. 11, 1898 | Mar. 7, 1921 | Carcinoma..... | 1500 | Anna Hughes, w. |
| Amos Beeler..... | 59 | 396 | Oct. 8, 1899 | Mar. 10, 1921 | Acute dilatation of ht | 3000 | Ida M. Beeler, w. |
| Henry England... | 58 | 155 | Feb. 12, 1908 | Mar. 15, 1921 | Myocarditis..... | 1500 | Nellie England, w. |
| Jacob E. Stahl... | 56 | 730 | Nov. 22, 1914 | Mar. 15, 1921 | Myocarditis..... | 1500 | Laura W. Stahl, w. |
| E. A. Baldwin... | 73 | 695 | Sept. 1, 1896 | Mar. 13, 1921 | Pulmonary edema... | 3000 | Lillie S. Baldwin, w. |
| F. M. Steele..... | 72 | 450 | Aug. 30, 1895 | Mar. 17, 1921 | Edema of lungs..... | 3000 | Jane Steele, w. |
| Chas. W. Alberts... | 64 | 400 | June 1, 1903 | Mar. 10, 1921 | Thrombus..... | 3000 | Maggie Alberts, w. |
| Thos. M. Quinn... | 61 | 104 | Aug. 12, 1896 | Mar. 14, 1921 | Pancreas..... | 1500 | Emma S. Quinn, w. |
| John E. Pelton... | 50 | 549 | Jan. 28, 1906 | Feb. 4, 1921 | Right eye removed... | 3000 | Self. |
| Clifford M. Short | 27 | 342 | Sept. 5, 1919 | Mar. 13, 1921 | Empyema..... | 1500 | Lillian M. Short, w. |
| Geo. N. Boyd..... | 57 | 282 | Oct. 18, 1896 | Mar. 12, 1921 | Carcinoma of bladder | 3000 | Agnes K. Boyd, w. |
| John Godfrey... | 55 | 25 | Mar. 31, 1910 | Mar. 11, 1921 | Gangrene..... | 1500 | Elizabeth Godfrey, w. |
| Esse Edsall..... | 73 | 424 | Oct. 21, 1889 | Mar. 18, 1921 | Heart disease..... | 3000 | Anna Edsall, w. |
| Herbert Barker... | 52 | 205 | July 14, 1901 | Mar. 15, 1921 | Organic heart disease | 1500 | Ruth L. Barker, w. |
| Thas. Watson..... | 59 | 369 | July 8, 1896 | Mar. 21, 1921 | Arteriosclerosis..... | 1500 | Olive Clark, w. |
| J. H. Downs..... | 70 | 420 | May 20, 1892 | Feb. 26, 1921 | Bright's disease..... | 1500 | Ella A. Bennett, s. |
| Joe Ledgerwood... | 58 | 301 | May 14, 1897 | Mar. 20, 1921 | Asphyxiated..... | 1500 | Esther J. Downs, w. |
| N. H. Toffey..... | 41 | 867 | Oct. 15, 1906 | Mar. 15, 1921 | Rup'd vessel in brain | 1500 | N. M. Ledgerwood, w. |
| George Fidler... | 74 | 208 | Nov. 21, 1887 | Mar. 23, 1920 | Pulmonary tubercu's | 1500 | Julia M. Toffey, w. |
| W. G. Haeberlin... | 37 | 841 | Jan. 19, 1912 | Mar. 21, 1921 | Blind left eye..... | 1500 | Self. |
| John C. Baynes... | 70 | 119 | Nov. 23, 1897 | Mar. 23, 1921 | Killed..... | 3000 | Nell F. Haeberlin, w. |
| H. H. Smith..... | 54 | 413 | Dec. 17, 1894 | Mar. 2, 1921 | Bright's disease... | 3000 | Anna Baynes, w. |
| H. H. Brooks..... | 69 | 210 | June 30, 1901 | Mar. 1, 1921 | Carcinoma of st'mch | 1500 | Minnie C. Smith, w. |
| Louis C. Gamache | 64 | 42 | Dec. 28, 1909 | Mar. 26, 1921 | Acute uremia..... | 1500 | Anne J. Brooks, w. |
| at B. Coyne..... | 40 | 758 | Aug. 13, 1908 | Mar. 21, 1921 | Paraplegia..... | 3000 | Julia Gamache, w. |
| S. S. Moffatt..... | 65 | 666 | Oct. 1, 1888 | Mar. 24, 1921 | Killed..... | 3000 | Josephine Coyne, w. |
| Larry E. Smith... | 51 | 250 | June 10, 1907 | Mar. 13, 1921 | Apoplexy..... | 3000 | L. A. Moffatt, w. |
| Frank W. Sweeney | 89 | 865 | April 22, 1910 | Mar. 7, 1921 | Endocarditis..... | 3000 | Minnie S. Smith, w. |
| Louis Ziegenfuss... | 80 | 125 | April 8, 1887 | Mar. 27, 1921 | Lobar pneumonia... | 1500 | Cath'ine Sweeney, w. |
| A. Terwilliger... | 47 | 497 | May 21, 1912 | Mar. 21, 1921 | Cerebral hemorrhage | 3000 | S. C. Ziegenfuss, w. |
| J. Ferguson..... | 59 | 586 | July 31, 1892 | Mar. 18, 1921 | Pneumonia..... | 1500 | A. K. Terwilliger, w. |
| J. J. Maloney..... | 52 | 745 | Feb. 28, 1905 | Mar. 27, 1921 | Killed..... | 1500 | Anna E. Ferguson, w. |
| T. Allis..... | 59 | 599 | April 14, 1890 | Feb. 18, 1921 | Apoplexy..... | 3000 | Nellie Maloney, w. |
| Thas. G. Wolf..... | 65 | 175 | Dec. 1, 1897 | Feb. 17, 1921 | Pulmonary embolism | 1500 | Lucilla Allis, w. |
| F. Richardson... | 68 | 28 | July 8, 1896 | Mar. 28, 1921 | Organic heart disease | 4500 | Estella Wolf, w. |
| W. Britt..... | 44 | 448 | June 19, 1910 | Mar. 14, 1921 | Cerebral hemorrhage | 3000 | Self. |
| M. Hallett..... | 76 | 159 | April 1, 1887 | Mar. 31, 1921 | Leg amputated..... | 3000 | Harriet M. Hallett, w. |
| red Dixon..... | 49 | 749 | Oct. 13, 1905 | Mar. 28, 1921 | Organic heart disease | 1500 | Pearl M. Dixon, w. |
| as. O. Perdue... | 45 | 573 | Sept. 25, 1910 | Mar. 27, 1921 | Pyelonephritis..... | 3000 | Ida B. Perdue, w. |
| as. Kenevan..... | 49 | 283 | Oct. 22, 1909 | Mar. 15, 1921 | Killed..... | 1500 | John H. Kenevan, b. |
| dw. F. Hastings | 63 | 347 | Mar. 18, 1896 | Mar. 27, 1921 | Arteriosclerosis..... | 1500 | Roger T. Higgins, n. |
| at Murray..... | 63 | 269 | Nov. 20, 1890 | Mar. 23, 1921 | Suicide..... | 1500 | Mar. E. Murray, w. |
| ohn E. Culey... | 51 | 398 | June 28, 1902 | Mar. 27, 1921 | Acute mastoiditis... | 1500 | Carcinoma of bladder |
| Thas. White..... | 56 | 193 | Dec. 2, 1901 | Feb. 20, 1921 | Killed..... | 3000 | Ellen Culey, w. |
| scar Whitaker... | 84 | 14 | Oct. 9, 1884 | Mar. 14, 1921 | Cerebral hemorrhage | 4500 | Daughters. |
| O. Mays..... | 68 | 423 | Oct. 17, 1887 | Mar. 29, 1921 | Collapse of heart... | 3000 | Wife and son. |
| L. Evans..... | 54 | 360 | Feb. 15, 1903 | Mar. 23, 1921 | Nephritis..... | 1500 | Georgia A. Mays, w. |
| V. Storms..... | 29 | 754 | May 5, 1918 | Mar. 31, 1921 | Killed..... | 1500 | Grace E. Evans, w. |
| R. Shade..... | 70 | 16 | Feb. 13, 1897 | Apr. 2, 1921 | Killed..... | 4500 | Bessie Storms, w. |
| as. Gruslin..... | 83 | 305 | May 13, 1887 | Apr. 5, 1921 | Carcinoma of rectum | 3000 | Ellen Shade, w. |
| J. Davis..... | 51 | 473 | June 9, 1902 | Apr. 3, 1921 | Pernicious anemia... | 3000 | Mary A. Gruslin, w. |
| | | | | | Septicemia..... | 3000 | Maggie Davis, w. |

| No. of Asst | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Am't of Ins. | To Whom |
|-------------|---------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|--------------|
| 338 | Harvey Bowtell.. | 73 | 145 | Aug. 1, 1896 | Mar. 19, 1921 | Arteriosclerosis..... | 3000 | Alice J. Bow |
| 339 | L. L. Moebeck.... | 65 | 470 | July 5, 1898 | Apr. 3, 1921 | Pulmonary tubercu's | 3000 | Anna Moebe |
| 340 | C. O. Barnes..... | 62 | 87 | Nov. 22, 1891 | Apr. 2, 1921 | Nephritis..... | 1500 | Wife and so |
| 341 | Jas. Vance..... | 71 | 477 | Dec. 10, 1892 | Mar. 20, 1921 | Ch. hype'y of pros.gd | 1500 | Children. |
| 342 | Wm. Mauerhan.... | 61 | 110 | May 13, 1894 | Mar. 21, 1921 | Apoplexy..... | 1500 | Josep'ne Ma |
| 343 | T. H. Hayes..... | 59 | 430 | Oct. 25, 1903 | Mar. 31, 1921 | Diabetes..... | 3000 | Wife and si |
| 344 | J. A. Burke..... | 53 | 132 | Jan. 25, 1891 | Apr. 4, 1921 | Heart disease..... | 3000 | Honora J. |
| 345 | J. B. Reeder..... | 41 | 437 | Jan. 11, 1916 | Mar. 19, 1921 | Left arm amputated. | 3000 | Self. |
| 346 | Geo. L. Lewis..... | 34 | 578 | Apr. 4, 1919 | Mar. 6, 1921 | Tuberculosis..... | 1500 | Maye Lewis |
| 347 | Frank E. Riley.... | 49 | 262 | Dec. 29, 1904 | Mar. 1, 1921 | Right eye removed.. | 3000 | Self. |
| 348 | Thomas Arthur.... | 57 | 801 | Dec. 21, 1902 | Mar. 19, 1921 | Heart disease..... | 1500 | Lizzie Arth |
| 349 | Thos. C. Welch.... | 44 | 78 | Jan. 16, 1906 | Feb. 14, 1921 | Poisoned..... | 1500 | Cora L. We |
| 350 | Wm. T. Dunn..... | 34 | 193 | Nov. 4, 1917 | Feb. 21, 1921 | Killed..... | 1500 | Fannie I. D |
| 351 | Levi Oakley..... | 40 | 190 | May 26, 1913 | Feb. 28, 1921 | Pulmonary tubercu's | 1500 | John Oakle |
| 352 | Simon Metcher.... | 49 | 176 | May 20, 1910 | Mar. 8, 1921 | Cerebral hemorrhage | 3000 | Mary E. M |
| 353 | Fred Lowell..... | 39 | 61 | July 27, 1913 | Mar. 29, 1921 | Locomotor ataxia.... | 1500 | Nella Lowe |
| 354 | Chas. H. Taylor.... | 57 | 61 | Nov. 12, 1907 | Apr. 5, 1921 | Lobar pneumonia.... | 1500 | Mary I. Tay |
| 355 | John L. Weiser.... | 72 | 705 | Oct. 14, 1891 | Apr. 7, 1921 | Cerebral apoplexy.. | 1500 | Sons and da |
| 356 | J. H. Mathews.... | 68 | 493 | Nov. 20, 1891 | Apr. 8, 1921 | Valv'r heart disease. | 1500 | Loie Henry |
| 357 | Robt. McDonald.. | 79 | 149 | May 22, 1883 | Apr. 10, 1921 | Heart disease..... | 3000 | Isabella Mc |

Total number of death claims 71
Total number of disability claims 5 } 76

Total amount of claims, \$169,500.00

Financial Statement

Cleveland Ohio, April 1,

Mortuary Claim Fund

| | | |
|-------------------------------------------------------|--------------|---|
| Balance on hand March 1, 1921..... | \$ | 0 |
| Received from assessments Nos. 76-79..... | \$197,254.34 | |
| Received from members carried by the Association..... | 1,557.76 | |
| Interest from Bank..... | 1,861.39 | |
| | \$200,673.49 | |

Total \$
Paid in claims..... \$

Balance on hand March 31, 1921..... \$

Mortuary Expense Fund

| | | |
|------------------------------------|------------|---|
| Balance on hand March 1, 1921..... | \$ | 0 |
| Received from fees..... | \$ 810.17 | |
| Received from 2%..... | 4,519.43 | |
| Refund..... | 1,021.55 | |
| | \$6,351.15 | |

Total \$
Expense for March..... \$

Balance on hand March 31, 1921..... \$

Special Mortuary Fund

| | | |
|------------------------------------|-------------|--|
| Balance on hand March 1, 1921..... | \$2, | |
| Received in March..... | \$22,592.36 | |
| Interest from Bank..... | 9,047.93 | |
| | \$31,640.29 | |

Balance on hand March 31, 1921..... \$2,

Indemnity Claim Fund

| | | |
|------------------------------------|------------|---|
| Balance on hand March 1, 1921..... | \$ | 0 |
| Premium received..... | \$1,011.22 | |
| Interest from Bank..... | 587.48 | |
| | \$1,598.70 | |

Total \$
Paid in claims..... \$

Balance on hand March 31, 1921..... \$

Indemnity Expense Fund

| | | |
|------------------------------------|---------|---|
| Balance on hand March 1, 1921..... | \$ | 0 |
| Received from fees..... | \$ 50 | |
| Received from 5%..... | 53.21 | |
| | \$53.71 | |

Total \$
Expense for March..... \$

Balance on hand March 31, 1921..... \$

Statement of Membership

| For March, 1921 | | | | | | |
|---------------------------------------------------------------------------------|--------|--------|-------|--------|-------|--------|
| Classified represents | \$ 750 | 1,500 | 2,250 | 3,000 | 3,750 | 4,500 |
| Total membership Feb. 28 | 1,292 | 53,954 | 100 | 23,63 | 4 | 5,507 |
| Applications and reinstatements received during the month | | 444 | .... | 265 | .... | 66 |
| Total | 1,292 | 54,398 | 100 | 24,028 | 4 | 5,573 |
| From which deduct certificates terminated by death, accident or otherwise | 5 | 291 | 1 | 74 | .... | 7 |
| Total membership March 31 | 1,287 | 54,107 | 99 | 23,954 | 4 | 5,566 |
| Grand Total | | | | | | 85,017 |

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, beneficiary of our late Brother, J. J. Conrad; amount due, \$464.04.
 Mary Agnes Hayes, beneficiary of our late Brother, Wm. E. Hayes; amount due, \$732.00.
 James Powers, beneficiary of our late Brother, Michael Powers; amount due, \$136.37.
 Mrs. Laura Thorp, beneficiary of our late Brother, F. B. Reynolds; amount due, \$1500.
 Mrs. J. A. Tanner, beneficiary of our late Brother, H. M. Robinson; amount due, \$1500.
 Jennie Showers, beneficiary of our late Brother, S. E. Ferguson; amount due, \$1436.50.
 John McGinnis, beneficiary of our late Brother, W. J. Kelley; amount due, \$1337.52.
 Henry Hein, beneficiary of our late Brother, John Hein; amount due, \$1481.40.

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1867, 1869, 1878, 1879, 1881, 1883, we would like to purchase them.

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, 1126 ENGINEERS' BUILDING, CLEVELAND, OHIO, and it will receive prompt attention.

THE B. of L. E. JOURNAL

OLD ADDRESS

Name.....

Division Number.....

Box or Street No.....

P. O.....State.....

NEW ADDRESS

Box or Street No.....

P. O.....State.....

SPECIAL NOTICES

Sec. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Traveling card issued to F. E. Wood, Div. 755, and good until June 30, 1921, has been stolen. If presented, kindly take up and return to F. E. Wood, 329 S. Scott street, New Orleans, La.

OBITUARIES

[In accordance with the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the Journal. All deaths will be listed under obituary heading only, with cause and date of death.]

Los Angeles, Cal., Feb. 11, acute indigestion, Bro. Robt. Heaney, member of Div. 5.

Ft. Wayne, Ind., March 11, heart disease, Bro. John Grayble, member of Div. 12.

Marion, Ohio, April 1, cancer, Bro. G. G. Kunkler, member of Div. 16.

Galion, Ohio, April 2, cancer, Bro. W. R. Shade, member of Div. 16.

Logansport, Ind., March 2, carcinoma, Bro. Wm. H. Schwering, member of Div. 20.

Decatur, Ill., March 11, Bro. John Godfrey, member of Div. 25.

Los Angeles, Cal., March 28, cerebral hemorrhage, Bro. Chas. F. Richardson, member of Div. 28.

Phillipsburg, N. J., March 11, acute gastritis, Bro. Chas. Casper, member of Div. 30.

St. Louis, Mo., March 26, complication of diseases, Bro. L. C. Gamache, member of Div. 42.

Philadelphia, Pa., March 28, suicide, Bro. R. H. Brindle, member of Div. 51.

Rockaway, N. J., Feb. 23, prostatic hypertrophy, Bro. John VanSant, member of Div. 53.

Goshen, N. Y., March 4, cancer, Bro. J. H. Linley, member of Div. 54.

Rensselaer, N. Y., March 11, pneumonia, Bro. Thos. Hart, member of Div. 59.

W. Somerville, Mass., April 5, lobar pneumonia, Bro. Chas. H. Taylor, member of Div. 61.

Somerville, Mass., April 9, cancer, Bro. I. E. Hall, member of Div. 61.

Kingfield, Me., March 29, chronic gastric trouble, Bro. F. J. Lowell, member of Div. 61.

New Haven, Conn., Feb. 13, senility, Bro. John Webber, member of Div. 77.

Troy, N. Y., April 2, heart failure, Bro. Chas. O. Barnes, member of Div. 87.

Janesville, Md., Feb. 27, paralysis, Bro. W. H. Moxley, member of Div. 97.

Laramie, Wyo., March 2, hemorrhage, Bro. Henry B. Wilmot, member of Div. 103.

Frederick City, Md., March 14, Bro. Thos. Quinn, member of Div. 104.

Houston, Texas, March 21, pneumonia, Bro. Wm. Mauerhan, member of Div. 110.

Dubuque, Ia., March 23, dropsy, Bro. John C. Baynes, member of Div. 119.

Clinton, Iowa, March 27, paralysis, Bro. Lewis J. Ziegenfuss, member of Div. 125.

St. Thomas, Ont., April 4, heart trouble, John A. Burke, member of Div. 132.

LaGrande, Ore., March 1, scalded, Bro. McDivitt, member of Div. 136.

Leonia, N. J., March 19, paralysis, Bowtell, member of Div. 145.

Springfield, Ill., March 15, myocarditis, Henry England, member of Div. 155.

Cedar Rapids, Iowa, March 31, heart, Bro. S. M. Hallett, member of Div. 159.

Wilmington, Del., March 14, Bro. Downs, member of Div. 160.

Columbus, Ohio, Feb. 17, heart trouble, C. G. Wolf, member of Div. 175.

Milwaukee, Wis., March 9, paralysis, Metcher, member of Div. 176.

Parsons, Kans., Feb. 23, asthma, Bro. tian Anderson, member of Div. 179.

Little Rock, Ark., Feb. 27, heart failure, A. L. Vaughan, member of Div. 182.

Prescott, Ariz., Feb. 25, Bro. D. F. member of Div. 182.

Logan, W. Va., Feb. 28, pulmonary loss, Bro. Levi Oakley, member of Div. 182.

Willimantic, Conn., March 16, organ disease, Bro. Herbert Barker, member of Div. 205.

Ft. Scott, Kans., March 31, general, Bro. E. T. Coffman, member of Div. 205.

Lykens, Pa., March 13, dropsy, Bro. Smith, member of Div. 250.

East Mauch Chunk, Pa., March 2, poisoning, Bro. John Rohlfing, member of Div. 257.

Montreal, P. Q., Can., March 11, tuberculosis, Bro. Theo. Aubertin, member of Div. 258.

Long Island, N. Y., March 23, Bro. member of Div. 269.

Akron, Ohio, March 12, carcinoma, Bro. N. Boyd, member of Div. 282.

Oakland, Cal., March 15, Bright's disease, J. Kenevan, member of Div. 283.

Grafton, W. Va., February 11, Bro. James M. Farnsworth, member of Div. 283.

Michigan City, Ind., Feb. 27, killed, H. Van Riper, member of Div. 300.

Bluefield, W. Va., March 20, burst vessel, Bro. Doc Ledgerwood, member of Div. 300.

Hallstead, Pa., April 5, pernicious anemia, Bro. Jos. Gruslin, member of Div. 305.

Charleston, S. C., Feb. 14, hemorrhage, Bro. L. A. Wessels, member of Div. 305.

Columbia, S. C., Jan. 23, heart disease, B. W. Brickman, member of Div. 340.

Delmar, Del., March 12, pneumonia, Clifford M. Short, member of Div. 340.

Rutland, Vt., March 27, suicide, Hastings, member of Div. 347.

Calgary, Alta., Can., March 15, influenza, T. E. Elliott, member of Div. 355.

St. Paul, Minn., March 21, senile dementia, W. J. Clark, member of Div. 369.

Springfield, Mo., March 24, anemia, E. Dando, member of Div. 378.

Pueblo, Colo., Feb. 25, carcinoma, G. Walker, member of Div. 386.

avenworth, Kans., March 10, acute dilatation of heart, Bro. Amos Beeler, member of Div. 396.

an Bernardino, Cal., March 27, cancer, Bro. E. Culey, member of Div. 398.

ma, Wash., March 22, pneumonia, Bro. Lawrence King, member of Div. 399.

enville, Ill., March 10, thrombus, Bro. J. W. [unclear], member of Div. 400.

Ghee, Ark., March 4, typhoid fever, Bro. W. [unclear], member of Div. 400.

icago, Ill., March 7, cancer, Bro. Andrew D. [unclear], member of Div. 404.

elrose, Minn., March 2, carcinoma, Bro. R. [unclear], member of Div. 413.

attoon, Ill., Feb. 26, acute Bright's disease, Charles Watson, member of Div. 420.

hillsburg, Kans., March 31, heart failure, G. E. Bronson, member of Div. 422.

uscumbia, Ala., March 29, heart failure, Bro. [unclear], member of Div. 423.

enver, Colo., March 31, diabetic coma, Bro. L. Hayes, member of Div. 430.

arrisburg, Pa., March 17, complication of [unclear], Bro. F. M. Steele, member of Div. 459.

ock Haven, Pa., March 16, pneumonia, Bro. H. Blair, member of Div. 467.

olumbia, Tenn., April 3, septicemia, Bro. N. Davis, member of Div. 473.

MacMechen, W. Va., March 20, complication of [unclear], Bro. J. M. Vance, member of Div. 477.

eorbia, Ill., Dec. 25, general debility, Bro. A. [unclear], member of Div. 484.

ersey City, N. J., March 21, lobar pneumonia, Thos. A. Terwilliger, member of Div. 497.

ledo, Ohio, March 10, locomotor ataxia, Bro. W. Snook, member of Div. 550.

reenville, Texas, March 27, killed, Bro. J. O. [unclear], member of Div. 573.

icago, Ill., March 11, cancer, Bro. J. B. [unclear], member of Div. 580.

iction, N. S., Can., March 18, killed, Bro. [unclear], member of Div. 586.

l Paso, Texas, March 6, neck broken, Bro. [unclear], member of Div. 591.

ersey City, N. J., March 9, acute indigestion, Wm. H. Glines, member of Div. 601.

rooklyn, N. Y., Nov. 5, carcinoma, Bro. F. [unclear], member of Div. 639.

enver, Colo., March 18, Bro. G. B. Webster, member of Div. 642.

ackson, Tenn., March 24, paralysis, Bro. K. [unclear], member of Div. 666.

ew Orleans, La., March 13, heart trouble, Edward A. Baldwin, member of Div. 693.

arrisburg, Pa., April 6, paralysis, Bro. John [unclear], member of Div. 705.

ltoona, Pa., March 15, heart disease, Bro. E. Stahl, member of Div. 730.

leveland, Ohio, March 26, heart trouble, Bro. J. Maloney, member of Div. 745.

ainy River, Ont., March 23, kidney trouble, F. Dixon, member of Div. 749.

erre Haute, Ind., April 1, scalded, Bro. A. V. [unclear], member of Div. 754.

ortland, Ore., March 21, derailment, Bro. P. Coyne, member of Div. 758.

leber Springs, Ark., March 23, diabetes, Bro. H. Kensler, member of Div. 780.

Anacortes, Wash., Dec. 23, Bro. Wm. Reed, member of Div. 793.

Tacoma, Wash., March 19, heart failure, Bro. Thos. Arthur, member of Div. 801.

Bridgewater, N. S., Can., March 21, high blood pressure, Bro. Wm. J. Bell, member of Div. 822.

Ft. Lauderdale, Fla., March 1, cancer, Bro. T. H. Menifee, member of Div. 838.

Austin, Texas, March 21, scalded, Bro. W. G. Haberlin, member of Div. 841.

Boone, Ia., March 11, heart failure, Bro. A. W. Schaneman, member of Div. 860.

Denver, Colo., March 7, killed, Bro. Frank W. Sweeney, member of Div. 865.

Hawleyville, Conn., March 15, tuberculosis, Bro. A. H. Toffey, member of Div. 867.

Goshen, N. Y., March 20, hardening of arteries, Bro. Geo. A. Baker, member of Div. 867.

New Orleans, La., March 21, Mrs. J. H. Miller, wife of Bro. J. H. Miller, member of Div. 140.

Bay St. Louis, Mo., March, Mrs. Blaise, mother of Bro. V. D. Blaise, member of Div. 140.

Los Angeles, Cal., Feb. 21, Mary C. Lewis, wife of Bro. O. L. Lewis, member of Div. 5.

Los Angeles, Cal., March 1, Florence M. Lockwood, wife of Bro. A. S. Lockwood, member of Div. 5.

Wilmington, Del., March 30, paralysis, Ida Ryan, wife of Bro. R. J. Ryan, member of Div. 353.

ADMITTED BY TRANSFER CARD

Into Div.

- 63—R. W. Wands, from Div. 205.
- 71—Henry M. Fitzgerald, from Div. 276.
- 73—Chas. McCain, from Div. 618.
- 87—W. R. Harper, from Div. 838.
- 110—H. W. Banfield, from Div. 425.
- 116—Wm. B. Donnelly, from Div. 683.
- 139—G. W. Cox, from Div. 242.
- 169—C. H. Leege, from Div. 288.
- 182—J. C. Vandyke, from Div. 632.
- 192—J. W. Robinson, from Div. 566.
- 195—H. L. Johnson, from Div. 279.
- 200—L. E. Howell, Frank Yacik, Thos. Quinn, from Div. 208.
- 203—Grover Patterson, from Div. 200.
- 210—J. D. Minor, from Div. 646.
- 219—T. D. Stone, from Div. 834.
- 228—Walter H. Ogle, from Div. 324.
- Frank B. Hays, from Div. 634.
- A. H. Abererombe, from Div. 870.
- 248—H. A. Sipress, from Div. 545.
- 266—W. C. Fraiss, from Div. 808.
- 269—C. L. Kane, from Div. 71.
- 277—Wm. Peterson, from Div. 476.
- 279—Michael McDonough, from Div. 195.
- 283—A. R. Meade, from Div. 117.
- 295—Peter Hanson, from Div. 528.
- 296—O. E. Kilgore, from Div. 551.
- 299—Stanley Scott, from Div. 115.
- H. H. Coates, H. W. Marshall, from Div. 344.
- 303—I. W. Haswell, from Div. 213.
- 320—J. M. Fleming, from Div. 76.
- 325—E. M. Cole, from Div. 406.
- Jas. H. Cowie, from Div. 772.
- 326—L. J. DeLee, from Div. 426.
- 334—J. G. Williams, from Div. 175.
- 346—E. H. Yerick, from Div. 12.
- Robert Oxler, from Div. 457.
- 363—J. A. Rhodes, from Div. 696.

Into Div.

- 425—T. J. Denny, from Div. 277.
 437—Jas. W. True, from Div. 352.
 476—F. E. Wescott, from Div. 277.
 477—Roy F. Shroyer, from Div. 437.
 T. F. Hughes, from Div. 795.
 484—R. M. Hawkins, from Div. 69.
 John O'Hearn, H. O. Shinofield, from Div.
 600.
 507—D. L. Nicholson, from Div. 270.
 Joe Studebaker, from Div. 445.
 519—F. Bowers, from Div. 520.
 520—Jos. Johnson, from Div. 614.
 539—D. A. Sweet, from Div. 609.
 540—Wm. Yake, from Div. 798.
 553—E. R. Corey, from Div. 773.
 574—J. A. Smith, from Div. 187.
 575—C. B. Myers, from Div. 488.
 591—C. L. Hines, J. A. Ulrey, E. N. Rovertson,
 from Div. 748.
 609—A. T. Huff, from Div. 539.
 615—R. O. Covington, from Div. 632.
 649—Taylor Byers, from Div. 156.
 Thos. B. Kelleher, from Div. 309.
 P. C. Lindsay, W. A. Wilson, from Div. 314.
 649—Roy Hadden, from Div. 648.
 653—J. J. Bauer, R. C. Wert, from Div. 75.
 676—O. D. Steele, from Div. 228.
 681—Foster S. Dewey, from Div. 134.
 683—O. E. Nichols, from Div. 96.
 702—W. P. Allen, from Div. 1.
 709—M. J. Keenan, from Div. 305.
 711—J. H. Howser, John Reynolds, from Div. 853.
 715—D. W. Miller, H. N. Smith, from Div. 818.
 728—R. J. Chambers, from Div. 658.
 736—M. J. Henkes, from Div. 161.
 740—H. E. Groblebe, from Div. 780.
 752—Ira G. Knapp, from Div. 145.
 768—F. P. Green, from Div. 808.
 769—W. S. Wilson, from Div. 265.
 M. Cunningham, from Div. 282.
 L. Lyons, L. E. McCauley, E. P. Phillips,
 J. B. Welch, from Div. 314.
 J. P. Anderson, from Div. 603.
 W. L. Barber, from Div. 719.
 789—Ben. D. Wagnon, from Div. 835.
 798—W. A. Cline, Wm. A. Tegtmeier, from Div.
 540.
 805—John G. Kressel, from Div. 761.
 807—E. S. Henderson, from Div. 323.
 808—J. F. Andrews, from Div. 671.
 821—D. A. McConnell, from Div. 657.
 824—Bowen C. Hyde, from Div. 130.
 833—Wm. G. McPhee, from Div. 399.
 838—T. W. DeYampert, from Div. 161.
 843—E. A. Stonehouse, from Div. 847.
 864—A. E. Weaver, from Div. 796.
 870—Fred McAtee, from Div. 634.
 876—J. A. Barrett, G. C. Christopher, B. Com-
 ins, C. Desmond, F. L. Dudley, Wm. P.
 Flannigan, Wm. Geller, A. Hennessy,
 John Hilton, Geo. T. Hope, H. W. Hueb-
 ner, J. R. Kenney, A. S. Merriam, L. G.
 Ruettger, J. L. Schermerhorn, C. C.
 Sternier, F. M. Straub, O. C. Tesh, J. M.
 Zutavern, from Div. 304.
 882—Fred Freudenberg, from Div. 66.
 888—Ben Bailey, J. W. Hardesty, H. E. Mc-
 Ardle, from Div. 713.

WITHDRAWALS

From Div.

- 93—F. B. Shuford
 268—Frank S. Marchant
 422—Nathan Davis
 426—W. S. Yung

From Div.

- 796—A. T. Wentz
 850—I. P. Scott, Jr.
 851—John F. Furey

REINSTATEMENTS

Into Div.

- 25—Ed. J. Clark
 50—John Collins
 53—A. M. Burbank
 66—Geo. M. Bradley
 Herman Schindel
 95—O. Kissick
 109—E. M. McGoldrick
 Chester O. Barks
 Morris E. Strock
 156—G. W. Morgan
 182—P. G. Steed
 185—C. J. Seims
 207—W. W. Ray
 220—F. B. Zerenberg
 256—D. N. Sigman
 265—J. H. Compton
 L. C. Johnson
 T. A. Rutledge
 275—A. R. Mayson
 277—T. J. Denny
 301—E. E. Lloyd
 304—Chas. Emms
 313—Francis Waldron

Into Div.

- 325—P. S. Slater
 348—Frank McDe
 420—W. B. Wills
 427—B. F. Crawf
 435—Lewis W. T
 478—Wm. H. Bla
 500—L. McDaniel
 608—M. J. Thom
 613—O. E. Nelson
 R. Hepburn
 645—John Burnet
 W. C. Mielk
 658—R. J. Cham
 664—L. D. Irons
 706—John Lee
 713—H. E. McAr
 767—C. L. Miller
 787—R. G. Davis
 790—M. J. Durkin
 818—Thos. Stirlin
 819—H. Howard
 853—Alfred Gand

EXPELLED

Non-Payment of Dues

From Div.

- 179—W. P. Jones
 201—N. H. Greer
 258—Ed. Carriere
 362—Fred A. Cook
 402—Wm. E. Richardson

From Div.

- 440—Geo. V. Cla
 537—Geo. H. Wel
 721—Kenneth Co
 816—C. A. Baxte

For Other Causes

From Div.

- 8—J. G. Bishop, forfeiting insurance.
 12—Harry Bordner, not corresponding
 Division.
 15—Wm. J. Messer, forfeiting insurance.
 46—Patrick Folan, forfeiting insurance.
 53—F. J. Springer, forfeiting insurance.
 77—C. W. Morgan, forfeiting insurance.
 96—E. C. Munger, forfeiting insurance.
 E. L. Lindskog, violation Sec. 85, S
 118—J. Larkin, violation of obligation.
 130—Newton Hudson, forfeiting insurance.
 156—M. H. Giles, Chas. Warren, forfeit
 insurance.
 169—Daniel P. Mitton, forfeiting insuranc
 190—Frank Birch, forfeiting insurance a
 corresponding with Division.
 207—H. C. Craig, forfeiting insurance.
 239—Walter Fretwell, W. M. Miller, fo
 insurance.
 240—James Close, forfeiting insurance.
 274—Wm. Earhart, forfeiting insurance.
 277—A. D. Jones, B. F. Russell, forfeit
 insurance.
 279—D. E. Christiansen, forfeiting insura
 309—A. S. Jones, forfeiting insurance.
 313—G. P. Johnson, Wm. Wik, forfeit
 insurance.
 370—A. F. Ruff, forfeiting insurance.
 423—Sylvester Pounders, forfeiting insuranc
 491—H. V. Cass, forfeiting insurance.
 517—W. C. Weer, violation of obligation.
 542—E. P. Graul, forfeiting insurance.
 639—A. J. Hall, forfeiting insurance.
 664—D. E. Cameron, forfeiting insurance.
 698—E. A. Lindsey, violation of obligation
 705—E. E. Hassler, E. C. Tipton, forfeit
 insurance.
 730—W. D. Melcher, forfeiting insurance.
 786—J. C. Stubbs, forfeiting insurance.
 844—Jas. Fitzgerald, Alfred Francis, fo
 insurance.
 845—H. R. Jones, A. C. Mutton, forfeit
 insurance.

7
REVEREND COLLEGE
LIBRARY
Apr 7

Sec 1251.1

LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

Report of Grand Chief Warren S. Stone to
Third Triennial Convention at Cleve-
land, Ohio, May 11, 1921

Changes in Insurance Laws
By W. E. Futch, President B. L. E. Insurance

Mrs. M. E. Cassell, President G. I. A.,
Addresses Convention

List of High-Grade Bond Offerings

Closing Remarks to the Third Triennial Con-
vention by General Secretary and Treasurer
W. B. Prenter and Grand Chief W. S. Stone

MacArthur's Cartoons

Vol. 55

JUNE 1921

No. 6



Your Home Is Within Your When You Buy

NOW is the time to build your Harris Home!

And here is a mighty organization of thirty great departments to serve you. Managed by expert material buyers, designers and practical builders, we have vast stocks bought at huge quantity price savings which are now at your command. Our sole aim and purpose is

To help you get a home that will prove entirely satisfactory at a price that will mean a substantial saving even on the face of present high labor and material prices.

The combined efforts of these great departments in experimenting with new materials and methods of construction have produced for you a home, expert machine cut, bundled and marked—the last word in building.

Not One Penny in Advance

So sure are we of the super-excellence of our material and our Ready-Cut System that we will ship you any HARRIS HOME with a discount of one cent down. Our Plan Book explains our liberal terms.

FREE Plan Book

The latest edition is waiting for you, contains our FREE PLAN Book with photographic reproductions, with floor plans and specifications for every home. Mail coupon today.

Building Material of All Kinds

For over a quarter of a century, thrifty wise buyers have realized the "open door" to real economy, whether it be a brand new home or improvements or repairs. Our big stocks of brand new building material purchased in tremendous quantities at savings that are passed along to you for quick and complete shipments.

"PRESTO-UP" Patented Bolt-together Building

The wonder buildings of the age. Guaranteed buildings, for quick erection. Individual Homes, etc., extra strong, practical and suitable for habitation in any climate, 50 different plans. They come to you in easily handled sections—painted and stained—ready to bolt together and move in.

Plumbing and Heating!

Hot water and heating systems, warm air heating plants, pipeless furnaces and plumbing material of every kind are the product of America's leading makers. Our mammoth plumbing stock offers unlimited possibilities for you to save money. Our heating plants are guaranteed to heat your home in any weather with big fuel economy. Mail the coupon for our Plumbing and Heating Book and get the benefit of our Expert Engineering Service.

Department LU-223

HARRIS BROTHERS CO.

1349-1525 W. 35th St., CHICAGO

HARRIS BROTHERS

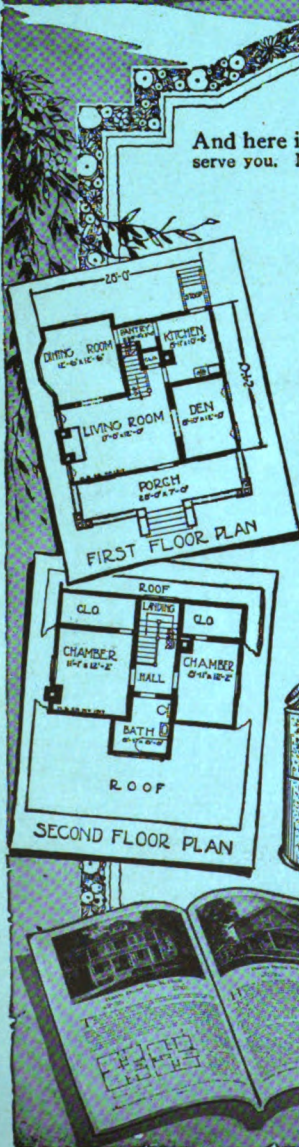
Dept. LU-223

These books are paid. Mark an 'X' to indicate which one you want.

- ☐ Harris Home Book of Plans
☐ Building Material Catalog

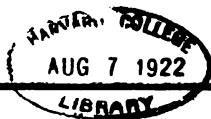
Name.....

Address.....



FREE BOOK of Plans

When writing to advertisers, mention this Journal.



LOCOMOTIVE ENGINEERS JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917. Authorized on June 29, 1918.

Published Monthly at Cleveland, Ohio, by the B. of L. E.

C. H. SALMONS, EDITOR AND MANAGER

1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 55

JUNE 1921

Number 6

Report of Grand Chief Warren S. Stone to the Third Triennial Convention at Cleveland, Ohio, May 11, 1921

BROTHERS:

We welcome you today as delegates representing the greatest and most responsible Labor Union the world has ever known. No other Union of Organized Labor has a Convention of this size meeting in its own building, and it is with a feeling of pride that we welcome you to YOUR building.

We come before you at this Convention with this magnificent building paid for and clear of debt, the last dollar of indebtedness having been paid last month, and, during this Convention, we will burn the mortgage on the platform and turn the building over to you, and give an account of our stewardship. The Grand Officers who have composed the Building Committee have worked long and faithfully as your agents, and have given many hours of thought and study, and many hours of time to working out the plans and financing this building.

Many of you members who are not familiar with this have the idea that you have been assessed and have contributed your money to pay for this building. This is a mistake. The building is turned over to you simply as a gift to the organization, and did not cost you one penny. A special report will be made by the First Grand Engineer bearing on this at a later period during the Convention.

You, the delegates, are entrusted with

very heavy and grave responsibilities, for, upon your shoulders, rests the future welfare of the Order. At no time in the history of Organized Labor was there a more critical situation confronting them than now. Organized Labor, in the next few months, will be tried as it never has been tried before, and you, with your wisdom shown in deciding the many questions that will come before you during this session, will either make for a better and a stronger organization, or will, by your legislation, make future progress impossible. Upon your shoulders, and upon your decisions, rests the future welfare of the Order.

Only one principle should govern you. Only one rule should be applied to every question that comes up, and that is, what is the greatest good for the greatest number—what is best for the organization as a whole. You are clothed with almost unlimited power, and, in your deliberations, personal feeling and selfishness should have no place.

We desire to impress upon you the importance of being on time, and of transacting your business with as little delay as possible. The men at home who are paying the bills are, many of them, out of work. Do not lose sight of the fact that it cost some \$14 per minute while you talk. Endeavor to make your statements as short as you possibly can without sacrificing clearness. Do not talk simply for the purpose of filling up pages of the record. Observe the rules adopted by the Convention for its government, and show the same courtesy

to other members that you would expect to receive for yourselves.

WAGE MOVEMENTS

The three years just closing have been, in my opinion, the most important years in the history of the organization. They have been crowded to the full with questions of vital importance, not only to the welfare of the organization, but to the welfare of Organized Labor as well. They represent many questions handled that are big in the world of Labor. We handle wage problems today on a larger scale than ever was dreamed of before. There is perhaps nothing that is of such vital interest to the rank and file of the membership as the question of wages and working conditions.

During the last Convention, General Order Number 27, commonly known as "G. O. 27," was issued by the Director General of Railroads. The wage increase granted to the Locomotive Engineers was far from satisfactory, and many complaints and objections were mailed and wired in, many of them so hot, they fairly sizzled, and, in many cases, they were wired direct to Washington to the Federal Railroad Administration. About the only thing they succeeded in doing was to antagonize the Federal Administration, and make the work of the Grand Officers just that much harder with them. The wage increase granted by General Order Number 27 was far from satisfactory, and by the middle of June, 1918, calls were pouring in for the assistance of Grand Officers. On June 30th, we had over 100 calls waiting, asking for assistance in applying General Order Number 27 (Wage Award). We advised all Divisions and General Committees of Adjustment to get the wage award applied, and get the back pay due the men. Instead of doing this, and to further complicate matters, many General Committees of Adjustment insisted on revising their entire schedule, and requested further increases in pay, and many new rules. The result was that some of them never did secure the application of the wage award or the back pay due their members.

In July, 1918, the Dominion Government of Canada decided to apply the same increase of wages to the Railroads in Canada as was given by General Order Number 27 to the Railroads under Federal control in the United States.

By the beginning of August, many requests for additional wages were pouring in, and, under date of August 20, we sent out a circular letter to all Divisions and General Chairmen in the United States, asking information regarding their present rates and differentials. We tried to impress upon all the importance of being prompt in giving this information, due to the short time at our disposal. We notified them expected to appear before the War Labor Board either the last week in September or the first week in October, and were anxious to have their views on questions asked in the circular letter with as little delay as possible. Not more than 10% of the letters sent out were ever replied to.

To further increase the unrest among the men, Director General McAdoo, without conferring with any of the Executives, issued his famous General Order Number 42, disfranchising all railroad men. Many messages of protest, letters enclosing copies of resolutions passed by Divisions, poured in on the Grand Office, and we filed a formal letter of protest with him, which was sent in joint circular Number 78 to all Divisions. The four Executives had conferences with Director General McAdoo in Washington, and succeeded in having Executive Order Number 42 modified to the extent that a man could run for office without forfeiting his position on the road. It was one of the most drastic orders ever issued—it was un-American, it was uncalled for—it was the result of some bad advice on the part of certain politicians.

The hearing before the Board of Railroad Wages and Working Conditions, where we asked for increased standardization of wages for all Engineers employed on all roads under Federal control, took place the first week in October, and all individual roads that were contemplating asking for increased wages on certain classes of engines were advised to hold their requests in abeyance until the award of the Board of Railroad Wages and Working Conditions was handed down.

In the months of October, November and December, 1918, the epidemic of influenza swept over the country, and the organization lost over 700 members in less than 70 days, men who were in the prime of life, but one or two of whom were being under thirty years of age, and but some two or three

over forty years of age, the very flower of the organization. It looked for a time as if we were going to lose the entire membership, but, fortunately, the epidemic was of short duration.

In January, 1919, the four Executives issued joint circular Number 86, giving in detail the report of the conferences held in Washington between the four Executives and the Director General of Railroads, Mr. Hines. Several conferences were held with the Director General during the months of February and March, going over the proposed wage order, and, early in April, Supplement Number 15, to General Order Number 27 was issued, effective as of January 1st, 1919. Later on, Interpretation Number 1, to Supplement Number 15, was issued, and many letters and resolutions of commendation were received after the increase was granted by Supplement 15 and Interpretations thereto. Also a number of red-hot resolutions and letters of censure and condemnation came in. It was very evident that many of those filing objections simply jumped at conclusions, and either did not read the Supplement, or, if they did read it, could not or did not want to understand. It was also evident from some of the reports of "Mass Meetings" and "Indignation Meetings," that members of the Brotherhood of Locomotive Engineers were being used as catspaws by those who were in the pay of those who seek to destroy the power of Organized Labor. Other reports showed that members of the Brotherhood of Locomotive Engineers were being exploited by ambitious members of other organizations who bitterly resented the fact that Supplement Number 15 re-established the differentials that had existed for over thirty years of schedule making. General Order Number 27 destroyed this differential, and Supplement Number 15 restored it, and the Engineer was again the highest paid employee in train and engine service.

We succeeded, for the first time, after years of effort, in having rates of pay for Engineers based on weight of drivers on locomotives, the only practical way, and then protests commenced to come in saying it was all wrong. First, the schedules of Locomotive Engineers were rated according to class or type of engine; next, for years schedules were made up according to size of cylinders, regardless of class; now, after years of effort, by weight on drivers, the only

practical way, and now it is being denounced just as strenuously as the other plans have been. It is very evident that some of our members are hard to suit. As a result of General Order Number 27, and Supplement Number 15, a flood of appeal cases piled up on Railway Board of Adjustment Number 1, and many questions that were highly technical and of no importance were filed with the Board, and questions that meant nothing to the general welfare of the organization were submitted, and succeeded in clogging up the entire work of the Board.

During the early part of 1919, the spirit of unrest was so great, that the Advisory Board was called together for a conference, and it was decided that the entire Advisory Board go to Washington to have a meeting with the President. Accordingly, we wired to Washington for a conference, and arrived there the morning of June 30th, and the conference was arranged for two o'clock that afternoon, when we presented the following statement to the President:

"Mr. President and Gentlemen of the Cabinet:—The gentlemen accompanying me, with myself, constitute the Advisory Board of the Brotherhood of Locomotive Engineers. They are the officers of that Organization who are charged with the responsibility of safeguarding the interests of its membership and directing its policy. They come from practically every section of the United States and Canada. They are in constant close touch with the rank and file of the Locomotive Engineers, and also have a general knowledge of the conditions of all tolling classes.

"At a meeting of this Board, held in Cleveland, the matter of an increase in compensation commensurate with the condition we find, because of the constantly increasing cost of living commodities, was thoroughly and studiously considered. We know that a widespread spirit of unrest exists among all classes, especially among wage earners whose wages will no longer provide adequate food, shelter and raiment for themselves and families.

"We believe this situation is brought about mainly by conscienceless profiteering by the great interests who have secured control of all the necessities of life.

"At this time, we find ourselves obliged to again request an increase in wages to meet the mounting cost of liv-

ing; but we feel that, should this request be granted, the relief would be but temporary should prices continue to soar.

"We believe the true remedy for the situation, and one that will result in lifting the burden under which the whole people are struggling, is for the Government to take some adequate measures to reduce the cost of the necessities of life to a figure that the present wages and income of the people will meet. Should this not be considered feasible, we will be forced to urge that those whom we represent be granted an increase in wages to meet the deterioration of the purchasing price of the dollar, be that what it may, which can be easily determined by competent authority.

"This action may be unique, and it may be properly termed a pioneer movement in the history of Labor Organizations, in seeking an audience with the Chief Executive of our country, and, in a manner, suggesting to him the convening of the members of his Cabinet, or that portion which may be quickly assembled. However, the result sought seems to us to justify the means, and should our efforts in this direction completely fail, then we will be forced to request, for those whom we represent, the granting of an increase in wages to enable them to live according to the American standard.

"We invite your attention to the fact that approximately 77 per cent of the Locomotive Engineers are American born citizens, and it may be safely stated that the remaining per cent are naturalized citizens, and they have, of course, a great interest not only in their own welfare, but in the welfare of all the people, nor are they unmindful of your past efforts in behalf of the people, and they believe that they should exert every effort, not only for themselves, but for the country in general, as well as the administration. Yet we find ourselves today earning less money than we did prior to the war. This can be demonstrated by simply taking as an illustration a daily wage of \$5.00 prior to the war, which at that time was worth 500 cents, and today it is worth approximately, judging from competent authority, only \$2.15.

"So, while it may be stated that we have had a substantial increase in compensation, when considering the dollar

only as a medium of exchange, come has been substantially decreased when compared with pre-war prices.

"The Brotherhood of Locomotive Engineers appreciates the fact that wages are being increased, and the constant demands are flowing to the employer, and we must, of necessity, be mindful of the interests of our country, but we do not believe that including the compensation, accompanied by a greater increase in the cost of necessities of life, will produce lasting benefits to our craft, or to the American citizen in general.

"The unanimous opinion of the Advisory Board, our duty to the Locomotive Engineers and to our country as American citizens, impelled us to appear before you and your Commission for the purpose of laying this situation before you, and we trust that you will find a way to immediately inaugurate executive action to remedy it.

"We trust that you may find a way to give us, in the near future, something definite as to what we can expect that will aid in guiding us in our future actions, hoping that you will appreciate the spirit which has prompted this action on our part."

The President told us he was just returning from his Western trip in connection with the League of Nations, and, as he returned, he would place his own tire power of the Government behind the movement to curb the constantly increasing cost of living and the price of things that was going on. Unfortunately, he was stricken down before his return to Washington, and you know that I have no brief to defend the President of the United States (and I am of a different political faith), and yet I think it to be fair enough to say that, had he lived and retained his usual health conditions would have been different. I know it takes about fifty years for a man's death to get the proper perspective on his life, and I am sure that when history is written, he will go down in its pages as one of the really great men who filled the Presidential chair.

In August, 1919, the other organizations in train service filed a request for more money. We simply went before the Board and asked that any increase granted be also granted to the Locomotive Engineers, and that the same conditions be preserved as had existed heretofore. We further served notice

them that, if the President did not work out some plan to reduce the cost of living, we would reserve the right to come before the Board and request additional increases to meet the constantly increasing cost of living.

Soon after this, the President requested that all wage questions be held in abeyance for ninety days in order to give the Government a chance to work out their plans for the reduction of the high cost of living. It is not necessary for me to go into the details regarding the results they obtained. You all know the miserable failure the Government made of it, and how food profiteering kept on.

By December, the ninety days requested by the President having expired, we again asked the Board for increased wages. Early in December, 1919, Supplement Number 24, to General Order Number 27, was issued, effective of December 1st, 1919. It made a number of improvements in working conditions, especially on the question of hold-away-from-home terminal, and on the question of time and one-half for service except passenger. Interpretation Number 1, to Supplement Number 24, was issued early in February, and decided many questions that had already arisen under Supplement Number 24. In March, 1920, a Bi-Partisan Board was formed by the Railroad owners, at the request of President Wilson, to handle the question of increased wages requested by the sixteen legitimate Railroad Labor Organizations. Under date of March 26th, a copy of the brief filed with the Bi-Partisan Wage Board was mailed to all Divisions. This brief showed the rates requested, and the principal arguments advanced on the several provisions of the law. On Thursday, March 29th, the Board handed down their decision, refusing to grant a single cent of increase under the law. When the entire question went to the Labor Board, composed of nine men and organized under the Transportation Act, commonly known as the "Cummins-Esch Bill." In April, the five Railroad Brotherhoods, representing the transportation organizations, appeared before the United States Labor Board and presented their case, and submitting both rates and arguments as to why the men in the transportation service should be increased. Due to the fact that each of the organizations took time to present

their case before the United States Railroad Labor Board, the hearings did not close until Tuesday, June 1st. The Railroads consumed two weeks in presenting their side of the case.

To further complicate matters, while the hearings were going on, a number of the employes in transportation service went on strike beginning April 10th. This is handled in another part of this report. Its only effect was to make the work of the legitimate labor organizations that much harder. In July, the United States Railroad Labor Board handed down Decision Number 2 (Dockets 1, 2 and 3), and effective as of May 1st, 1920. While the award given to the men in engine service was not satisfactory, yet the one fact remains, that it is the largest single increase ever granted to employes in engine service in any wage movement at any one time.

SHORT LINE RAILROADS

The United States Labor Board insisted on a separate hearing for the Short Line Railroads, and, after months of delay, finally began the hearings on October 18th, 1920. Everything humanly possible was done both to hurry the hearings, and to have their decision handed down with as little delay as possible. The Board took their own time and held up their award for months, and finally handed down a decision that failed to grant any increases and referred the entire question back to the members on the individual roads for further negotiations.

WAGE REDUCTIONS

As we go to press, hearings are going on before the United States Labor Board at the request of approximately 200 roads, asking that Decision Number 2 (Dockets 1, 2 and 3) be annulled or cancelled, and they (the roads) be allowed to reduce wages. Many of the roads are making separate requests; others are represented in groups, and the requests vary from 18% to 50%. The Executives of the four Transportation Brotherhoods appeared before the Board and presented argument on May 4th, as to why wages should not be reduced. Already many of the smaller roads are taking the position that Decision Number 119, of the United States Railroad Labor Board, abrogates their schedule on July 1st, 1921. We do not believe Decision Number 119 ever intended anything of the kind.

**BROTHERHOOD OF LOCOMOTIVE ENGINEERS
CO-OPERATIVE NATIONAL BANK**

In my opinion, one of the greatest events in the whole labor movement was the organization of the Bank. Nothing that has been done in the interests of the workers is of such importance as the establishment of our Bank. It marks the beginning of a new era, the first Bank in America owned and operated by Labor. In October, 1919, the Advisory Board of Grand Officers appointed Brothers Stone and Prenter to act as a Committee to investigate as to plans, and report back to the Advisory Board at a meeting to be held in June, 1920. We did, and on June 13th to 16th, 1920, the Advisory Board, after discussion, adopted our plans and recommendations and applied for a charter. Stock was put on sale early in August, and the books closed on October 15th, 1920. That the membership had faith in the proposition, was shown by the fact that it was over-subscribed \$358,000. The Bank opened its doors on November 1st, 1921, and its growth is shown below:

| | |
|----------------------------------------|---------------|
| November 1, 1920..... | \$ 650,971.77 |
| December 1, 1920..... | 1,410,014.96 |
| January 1, 1921..... | 2,243,118.39 |
| February 1, 1921..... | 4,916,957.91 |
| April 1, 1921..... | 6,006,348.00 |
| At time of going to press over..... | 7,000,000.00 |

Its growth has only started. No one can foretell what it means to the future of Organized Labor. Already plans are under way for the organizing of banks by other Labor Unions. The Brotherhood of Locomotive Engineers having blazed the way, and, by their action, shown a bank can be owned and operated by Organized Labor, it naturally follows that other Labor Unions will fall in line and do likewise. The Brotherhood of Locomotive Engineers has the honor of being the first Labor organization on earth to ever issue a national bank note. I had the honor of presenting President Harding with one of them. He complimented the organization on their wisdom in establishing a bank, and said, "It is the solution of the entire labor question. If Labor would establish banks, and save and conserve the funds earned by Labor, within ten years they could dictate the financial policy of the country." He is absolutely right in his statement. If Labor would only use the power it holds in its hands, there is not a thing within the bounds

of reason that it could not have only would!

Thanksgiving Service

Grand International Division, Brotherhood of Locomotive Engineers
Third Triennial Convention

B. F. Keith's Hippodrome, Sunday
15th, 1921, at 5 O'clock P. M.

Warren S. Stone, G. C. E., Master
Ceremonies

G. C. E.: In behalf of the Brotherhood of Locomotive Engineers, I to welcome you here today to our service. It is one of the laws of the Brotherhood of Locomotive Engineers that all Brotherhood meetings, either secret or public, shall be opened in prayer, and we will now invoke the vine blessing, Brother George R. our Grand Chaplain.

Invocation by the Grand Chaplain

G. C. E.: When we decided to have this Community Praise Service, our thoughts naturally ran back to Billy Sunday; Reverend William A. Sunday. I suppose we should say, but Billy Sunday, known to us as Billy Sunday, wanted his choir leader, and so we turned to him and asked him if he would use Mr. Rodeheaver for our service, and with his characteristic promptness he wired back, "You may have him, but no other men on earth could take him away from me on Sunday."

And now I have the pleasure of introducing to you Mr. Rodeheaver who will conduct the community service. (Applause.)

Homer Rodeheaver: It is a pleasure to be here with this community of men and women. I think this is the third time—maybe the fourth—in all my twelve years with Billy Sunday that he has allowed me to speak from the meeting for any purpose. I really do not believe there is a crowd in all the country, or any man, that could persuade him to leave as your own chief here. He is a mighty warm spot in his heart because he has realized his great responsibility to the world, not only your own organization, but the thing he is doing that you are doing, associated with him here in the making of history.

read in years to come, and you have right and your children have a right to be proud of the great things you are doing through your great Brotherhood. It is a real joy to have this chance to be here with you. I am so glad these men have put on this program this suggestion here that we sing "The Star Spangled Banner."

G. C. E.: In every generation come times of stress, of suffering, of injustice; times when we have the tyranny of need. Providence must point us to the emancipation of the human race, somewhere He seizes a great human soul through which truth may be interpreted, He willing to give the best of his life and thought and talent in the interests of the workers. Such a man we have with us today, and it is with pleasure I introduce to you Reverend Father John Ryan of the Catholic University of America, who will now address you. Father Ryan. (Applause.)

Address: Industrial Democracy by Rev. John A. Ryan, D. D.

Mr. Chairman, members of the Brotherhood of Locomotive Engineers andadies and gentlemen: I notice that the program of this afternoon's proceedings is entitled "Thanksgiving Service." That suggests, I presume, that the service is mainly of a religious nature, and possibly that in turn suggests that I should address myself to some subject that is more obviously and more nearly related to religion than that marked down on the program in connection with my name, "Industrial Democracy." But I wish to remind you that the theory and doctrine of democracy is itself a product of Christianity, that the doctrine of democracy had its origin when Christ proclaimed that all persons were essentially equal in the sight of God when St. Paul proclaimed that in Christ there is neither bond nor free, gentile nor Jew, circumcised or non-circumcised, but all are one in Christ.

Were it not for this doctrine of the essential equality of human beings, the intrinsic worth of every human soul and every human person in the eyes of God, we should have today neither political democracy nor aspirations toward industrial democracy.

In this connection, it strikes me as worthy of note that it is thirty years ago today since Pope Leo the 13th issued the most important document, moral document, on the condition of labor and

on industrial relations that has appeared since the industrial revolution. It occurs to me that it may be worth our while for a few minutes this afternoon to glance at some of the pronouncements of this document as an introduction to our main topic.

It will be of especial interest to survey briefly the extent to which in thirty years these pronouncements have been accepted or fulfilled. Those that I have in mind are four.

First, the assertion with which the Pope began or almost the assertion which he introduced soon after the beginning of his encyclical, that by degrees it has come to pass that a few rich men have loaded upon the teeming masses of the poor a yoke little better than that of slavery itself.

The second pronouncement was the declaration that while, generally speaking, it is proper that men should make free bargains concerning their labor and wages, that there is a dictate of nature more imperious than any bargain between man and man, and that is that the wages of the worker should be sufficient to enable him to live in reasonable and frugal comfort. In other words, the doctrine commonly called that of the living wage.

The third declaration, that organization is necessary for the working people and that their associations should be so constituted, so managed, as to benefit the worker to the utmost in body, mind and property, and finally the declaration which comes near the end of the encyclical, that at the present moment the condition of labor is the great question of the hour and nothing can be of greater interest to all classes of society than that this condition should be rightly and reasonably adjusted.

These are four of the main propositions in that great document. I might remark in passing that I suppose that document has been more read and studied, and discussed, than any other document of its kind in the last half century.

I say, it will be interesting to glance for a moment at the development in the industrial world as related to these four propositions. The first one, that the masses are oppressed by a yoke that is little better than that of slavery, I think there has been some improvement in the condition of the working classes throughout the world since those words were

written. There has been some improvement in the average amount of their wages and in their living conditions. There has been a considerable improvement, I think, in the status of the working classes in society and in the importance which is attributed to them by the other classes in society, and in the power or influence which they exercise in determining their conditions of living.

I think there has been a distinct improvement in all these lines, although not nearly as great as might reasonably have been expected.

As regards the doctrine that all labor is entitled to at least a living wage, there has also been great progress made. The doctrine that wages should be fixed at least in such a way as to afford the laborer at least this much is accepted now in circles of society that surely did not accept it thirty years ago. I think that in our own country thirty years ago very few persons outside of the laboring classes themselves and a few of their friends in other circles would have said that in this particular case, or this or that, whatever the wage fixed, it must be at least sufficient to enable the workers to live decently. I do not think we heard that doctrine enunciated or read of it in the newspapers of the day. Today we find it frequently accepted as a matter of course by a large proportion of the press and a large proportion of the leaders of public opinion.

During the war it was explicitly, expressly adopted and acted upon by the National War Labor Board which had the business of adjusting disputes during that period. It is true that recently there has been some backsliding in public opinion, let us say, or in the leaders of public opinion, especially in the press, from that position.

Perhaps the most discouraging and the most flagrant instance of that occurred the other day in Chicago when the representative of the Bureau of Information of the Eastern Railways, Mr. Walbur, I think his name was—repudiated the idea of a living wage as contended for by Mr. Lauck, who is representing the railway employees. It is true that he said that he believed that the wages which they are seeking, that is, the reduced scale of wages which the railway managers want to have authorized, was sufficient for a living wage, but he did not dwell on that long because I think he realized very well that he could

not have proved it. Mr. Lauck'sures were altogether too impressive too detailed. So, he took refuge in repudiation of the principle and called it a socialistic doctrine. Of course we can apply the term "socialism" to anything that you do not like and get away with it in the minds of the people who do not know any better.

But the most damning confession was his attack upon the principle of a living wage. He said, "If we accept the principle of a living wage for the railway workers we shall constitute them a super class and the workers in other industries then will demand that they shall have at least living wages." Now, I do not believe that any Socialist or any Bolshevik, or any other radical, has ever uttered such a confession. It is an indictment of the present industrial system as it is now conducted as it amounts to a confession that the present industrial system cannot go on except on the theory that a large proportion of the workers in all industries must live on conditions below that which is necessary for human beings, and that theory holds that all the workers should be paid at least that measure of remuneration. It is socialistic, and if put into effect it would make these workers a super class.

I shall say no more about this. To me it is the most discouraging, the most disheartening, most calloused confession that has been made concerning wages by any representative of the employers. I think by anybody else.

As regards the third declaration, that the workers should have the right to organize and should have such organizations as will enable them to better their conditions to the best of their body, mind and property, there has been very great improvement in thirty years. A very much larger proportion of the workers are in organizations today than was the case when this document was written.

They have exercised or they are exercising, the organized portion of the workers, a much greater influence only over working conditions, not over the labor contract, but over the relation affecting labor, than was the case thirty years ago. I think that is true of every industrial country of the world and there has been great progress in the power and influence of labor organizations.

It is true that in recent months

country we have seen a violent reaction conducted under the hypocritical guise of the open shop movement. Those of us who know anything about the motives actuating the men who have been leading this movement know, of course, that it is an attempt to cripple labor organizations. The extent to which this movement has gone, the size, importance and magnitude which it has reached, the amount of attention which it has attracted, are in a way discouraging and I do not think that the ultimate results of the movement will be of any great importance because those engineering it have rather overplayed their hands and really exposed the true character and the real motive of the movement.

Finally, the statement that the labor question is the great question of the hour and all classes of society are interested in having it satisfactorily and honestly adjusted, is still true, and I think we have not approached any nearer to a fundamental or permanent solution of the labor question than at the generation that was contemporary with Pope Leo the 13th in 1891. We have made no movement or at least no definite progress as regards institutions towards a fundamental solution. Why? This brings me to the subject in hand. Because the fundamental defect of the present system still exists and is still functioning with all the power and all the evil influence that it ever had; that the antagonisms between the two great industrial classes.

Now, this is not socialism. I do not believe in socialism at all because I still retain my reason and I do not want to be under the kind of bureaucracy that socialism would mean, if there were no other objections to it, but I have to recognize facts, and it is a pervading and intrusive fact of our industrial life that there is a great antagonism between the two classes. Consider why it is. Outside of agriculture, in all the other great industries, all of the urban industries, the railroads and the mines, the industrial population is divided into two classes: A comparatively small number of persons who own and manage all instruments of production, a much larger mass of persons who do not own nor manage the instruments of production but who use them and carry out orders. Now, there is nothing essentially irrational about that arrangement, pro-

vided that the interests of the two classes could be harmonized; provided that their interests were not antagonistic. What do we find? We find that their interests are in part common, but in much larger part diverse, opposed. Both classes, employers and employees, are interested in producing the largest possible produce because the greater the product the greater there will be to divide among the two classes. There is their common interest and that it is about all of it.

Their diverse interests arise over the division of the product because the greater the amount or share of product that one class has the smaller will be the amount or the share going to the other class. Now, about all of their mutual dealings, all of their bargains, discussions, contract making, turns upon what? Upon their common interest of increasing the product as much as possible? Not at all. They hardly ever discuss that. All of their bargains turn upon the division of the product, upon those aspects of their relationship in which their interests are opposed. To put it very bluntly, the workers in making a contract, let us say, for wages, hours and other conditions, which is to run, let us say, two years, are primarily interested in getting as much wages as they can. But one might say they are to be concerned about the amount of the product, too, because perhaps the product won't be large enough at the end of this year or at the end of the next year to provide these very high wages which they are demanding. In effect, the workers say, "We should worry about the product. It probably will be there in sufficient amount to give us all the wages if we can get through the contract that we are making now." They are not interested immediately in the product and there is no very good reason why they should be. What they are interested in is getting as much of the product as they can. That is their primary interest and that means that they are setting themselves over in opposition to the employer who is interested in seeing that they get as little of the product as he can permit them to have.

Now, that is essential in the present system, but it is not essential as regards wage contracts where the piece work system prevails; not to the same extent, at any rate, but the piece work system has not worked out in many places where

it ought to work out owing to various reasons, and, at any rate, the piece work system is not applicable throughout industry. So, wherever we have the time work system, where wages are paid according to the duration of time, the interests of the employer and the employee are opposed and you cannot make them identical; not under the present arrangement. This makes for vast inefficiency.

I think I could draw, if I had the time, a convincing indictment against the present system as it is managed on the score of efficiency alone. I would like to see the workers getting a great deal more wages than they are getting. I suppose we all would, but I realize that the problem of lifting to any considerable extent the masses of the workers above their present condition is more a problem of production than it is of distribution. We have to have more product, but the present system does not make for efficiency of production, on account of these antagonisms. It makes for wastefulness, for a great waste of time, to point to no other defect, on account of disagreements over wages, strikes and all the rest of them.

How are you going to get the workers interested in their work so that they will produce more so that there will then be more to divide, so that they will emphasize those aspects of their relations with the employers which are common to both rather than those aspects which are opposed and diverse?

We know the remedy that some employers had or have to propose. They say when there are two men seeking the same job, then the worker or the employee will be eating out of the employer's hand and he will work harder for fear of losing his job. Some of them have been saying that. That is all right. It is a very good scheme as long as you have industrial depression so that you have got the other man idle and looking for this man's job, but how many employers want to have efficient workers provided at the cost of a fixed industrial depression? I think scarcely any. Most of them would rather have industrial prosperity with a considerable amount of loafing on the job on the part of many of their workers, so that that remedy is no good, and with all respect, let me say, I think that the remedy, that the pure and simple or the old time philosophy of the trades

unionist is not an adequate remedy because it has nothing to say about reducing of these antagonistic forces between the two classes. The union as such is essentially a organization; necessarily so. That has been its history and tradition, it must remain as a trade union.

What is the remedy in my opinion? Of course, I don't know anything about it, any more than you do, but I can all amuse ourselves solving social problems. There is no law against that. I know. It seems to me that the remedy for this vast inefficiency of our industrial system, these antagonisms which are growing, not getting less, between the two classes, that the remedy can be found by going back to the fundamental economic, selfish, if you will, motives that actuate every man being.

I was brought up on a farm and I know how hard my father worked, incidentally, how hard he made his children, and how hard all his neighbors worked. Why did they work so hard? Because they owned the land and the product which they produced depended upon their own labor. They were interested in the business organization which they were engaged in because it was theirs, because it was an amount of product which they produced depended upon their own labor, their use of the machinery, and the equipment that they used. That is the fundamental economic motive which induces efficiency, the control of the industrial process and of the land and ownership of it, as far as possible, and until the masses of men are enabled to participate or are enabled to participate in the control of the process in which they are engaged, the organizations in which they are engaged, and able to participate in the product and to become interested in the product, they will not have sufficient interest in the industrial system to be able to put forth their best efforts to be seriously interested in industrial peace.

Now, I have only a few minutes left, about ten, and I will have to state what I have in mind in the best possible terms.

There are three important elements in ownership. You see what I mean. The first is the interest which the owner has in the property which gives and which is outside

ope of the great majority of workers day. A few years ago the late John Mitchell declared that 90% of the wage earners of America no longer expected to be directors of business at any time during their lives. He said they expected to remain wage earners all their lives. A few great metropolitan newspapers said, "Mr. Mitchell is talking un-American stuff when he is talking that way. There is still an opportunity in America for every man to become anything he likes before he dies."

That reminds me of a statement recently made by Royal Meeker, Commissioner of Labor Statistics, while he was discussing the subject of vocational education. Those of you who knew or know Mr. Meeker should appreciate the way in which he would tell that. He said, "I was brought up in the country, went to school in a country school, in a district school in Iowa, and we got vocational training there—at least the boys all did. We were all taught that we didn't throw spitballs or stick pins at our neighbor, nor do any of the other things that were forbidden, we boys could some day hope to become President of the United States." (Laughter.) "Now, that is the vocation that we are trained for," he said.

Now, that will illustrate the difficulty of offering the masses of workers a definite or reasonable hope of becoming something more than wage earners. Only an insignificant number of persons who are born in this generation can hope to be President of the United States. A larger number, but still an insignificant proportion of the whole working class, can hope to be anything but wage earners during the time of their working life under the present arrangement.

Now, in the concept of ownership we have three things. First, the element of control of disposing in some way, in continuous way, of the tools upon which you work in the processes of the product. Second, a hope of indefinite profits, indefinite gains, due to the fact that you can work and determine your work in such a way as to give indefinite gains. Thirdly, the sense of security, social power, of self-respect, which ownership gives and which nothing else can give.

Now, the first of these elements, that control, can be gradually brought within the reach of the vast masses of wage earners through what has been

called labor participation in management. I have not time to discuss that. It would take a whole lecture to explain all of the outlines of it, but most of you know what it means. It means in a word that the wage earners shall have some opportunity to exercise their directive faculties and not be restricted to the exercise of their obedient faculties, not to be compelled to be merely the carriers out of orders issued by others, that they shall have some scope or some scope shall be given to their creative and their directive abilities in those parts of the industrial management about which they know something, about which it may be presumed that their experience has given them the right to have something to say. There is the directive part, the controlling part, which does not mean ownership at all, but which is, nevertheless, an important element in ownership and a great instrument for creating interest in the work. Ruskin says somewhere, "There is joy in work." So there is in certain kinds of work. I suppose that my work is as interesting as anybody's else, and I like it, but I like to lay off occasionally, too.

But what about the men who are performing some little insignificant fraction of another division of a machine process? What joy can there be in that kind of work? What creative interest can there be in performing the one ninety-ninth part of a process which leads to a given result?

Now, somehow, that interest has got to be brought within the reach of the worker; something of that kind, before he can take a normal attitude toward his work.

Secondly, the interest which is created by a hope for indefinite gains, that means profit sharing, and I know that profit sharing has, for the most part, a black eye among the labor union people of this country, and enjoys a black eye, and rightly so, because in most cases where it has been attempted it has not been attempted in sincerity, but it has been put in as a means of keeping wages down or keeping labor unions out, or for other purely selfish purposes, but that is no reason why the thing itself is not a reasonable arrangement and would not be an effective arrangement in reducing these antagonisms between the employer and the employed.

Briefly, my idea is this: That capital should be guaranteed the normal rate

of interest. If we take the corporation as the typical industrial arrangement or establishment, that the stockholders should be guaranteed cumulative dividends equal to that or at that rate which is necessary to induce men to put their money in that kind of business. I see no reason why the stockholders of a company should receive any greater rate of interest than the bond holders, except for the difference in risk. I see no reason why the stockholders should receive this indefinite, this speculative, this flexible gain, which so many of them are looking for. Then the surplus above standard wages and above this guaranteed dividend should all go to be divided between capital and the workers, no. The stockholders should be satisfied with the normal rate of interest; be divided among all the workers from the president of the corporation down; divide it among all of the classes that have anything to do with the producing. That would be efficient. That would be scientific because that means that this indefinite profit, this surplus profit will go to the persons who have produced it. They will be induced to produce as much as they can because of the hope of getting it, and, finally, the workers can be made more interested in their work and industrial antagonism can be reduced by enabling the workers, as fast as possible, to become owners of the instruments of production, either through co-partnership or through purely co-operative schemes, and I say this, I insist upon it, knowing full well that most of the co-operative productive schemes in the past have been failures, but co-operation has not been a failure in the realm of distribution, as regards co-operative stores and co-operative banks, and a great variety of other co-operative institutions, and there is no essential reason why it should not be successful in the realm of production.

I think that every effort or every movement in the direction of the greater control of industry by the workers, every move in the direction of participation in the profits, the surplus profits of industry, by the workers, every move in the direction of ownership of the instruments of production by the workers should be welcomed. They are all movements toward industrial democracy, they are all movements in the direction of industrial efficiency, and here

let me repeat what I intimated ago, that the masters of industry do not believe in any of these have not a single alternative resolution to suggest. All that I suggest is the general hope, plan, that the workers and the employers somehow get along better together the brutal hope that capital will win such a position as to be able to labor into submission. Neither is a way out and so I welcome the establishment of a bank by the Brotherhood of Locomotive Engineers in the city which is carried on, as I understand it, on co-operative principles. Every movement of that kind, it is done by a local group of workers or by a great labor union, is in the right direction. It is toward putting the control of the industrial process within the hands of the workers, thereby arousing interest and making for contentment and so I welcome the Plumb Trust though I do not agree with all of it. I think Mr. Plumb is in the right. I met him on the train last night. He knows how I feel about it, but I come it because it has at least two or three important essential principles. It has this principle of giving the interest of the worker by giving some measure of control and bringing out to him that there is a gain above his wages which he can have if he can make it, if he can produce and it has also the right principle of taking care of the consumer to the extent by enabling the consumer to benefit by some of the gain in efficiency and the additional gain, advancement, good feature, of restriction of the rate of interest to a fixed rate of interest that rate which is sufficient to enable men to invest their money.

One of the greatest faults of the present system is the device or rather the practice which has arisen of considering capital as a personal thing and of talking about having capital work and of making it produce more for its owners than the industry than in that. That is a false way of looking at things. Capital is essentially an instrument and should not be made the means of profit to its owner any more gain than it can get by itself. It is an instrument to induce him to invest.

These changes that I suggest should be brought about in a day or in a year. It is not necessary. If our industrial troubles could be solved by these

er simple processes within a short e, they would have been solved long because somebody would have discovered these means and applied them. industrial system is infinitely complex and no simple device, no rapid device, will solve our industrial troubles. It is not important. The important thing is to realize that the present system, as we have it, as it is now conducted, mind you, is well nigh bankrupt. Repeat that, that the present system is now conducted is well nigh bankrupt, that it is not efficient.

Let me tell you something. I will take one or two minutes more. I will draw your attention to something. It has been estimated that there is a demand in this country now for twenty billion dollars' worth of buildings, and yet nothing is going on. We have millions of people who are insufficiently housed. We have millions of people who are waiting to build houses if they could get sufficient inducement. Why have not the masters of industry, of the present system, devised some means of bringing together these two obvious things? I think it is the most striking indication of failure of the present system of production as it is now managed, because I am not asking for a new system. I expect that even if I should live far beyond man's allotted years of three score and ten, I shall be dead before a system essentially different from the present will be instituted, but I am asking for such a change in the present system that it will bring to the masses a higher standard of living, a greater degree of contentment, and to all industrial workers a much greater degree of industrial peace, and to our industrial system a very large increase in efficiency.

Thank you. (Prolonged applause.)

C. E.: Carrying out the line of thought given you by Father Ryan in regard to the living wage, it was my opinion, either good or bad, to be present at the labor hearings before the United States Railroad Labor Board and to hear one of the attorneys arguing all the eloquence at his command, two dollars and forty cents a day established as the minimum wage, on cross-examination, after paying it was pointed out to him that he could only leave six cents per meal for a family of five, and he was asked the question, "How could they live on six cents?" and quickly the reply came, "That is his business. Not mine,

and I don't know of any reason why I should employ a man with five children when I can employ a single man."

I also heard another startling statement that I want to leave with you to think about. It was my good fortune to hear William Jennings Bryan talk a week ago last Thursday and among other remarkable statements he made the following statement: "I do not have the exact figures, but I guess that if you would take and sum up the total of all the inmates of all the prisons, of all the workhouses, or all the penitentiaries in the United States, that have been convicted and sent there for stealing, and add together the sum total of all the funds that they have stolen, have absconded with, have defaulted with, the sum total would not amount to as much as the coal barons stole from the people last year, and not one of them is in prison." (Applause.)

Our next number is a solo, "Open the Gates of the Temple," by Mrs. Roy F. Brandon. Mrs. Brandon.

Solo: "Open the Gates of the Temple," by Mrs. Roy F. Brandon. (Applause.)

G. C. E.: Our next number is a selection by double quartet from the famous Euterpean Chorus.

Selection by double quartet, from Euterpean Chorus. (Applause.)

G. C. E.: We are particularly fortunate today in having as our next speaker a man who has spent twenty-five years of his life in foreign countries, a man who has lived in twenty different countries and has just revisited twenty countries in the last twelve months.

I take particular pleasure in introducing to you Mr. Sherwood Eddy, a world traveler and author of note. Mr. Eddy. (Applause.)

Mr. Sherwood Eddy: Mr. Chairman, ladies and gentlemen, fellow engineers: I think I may say "fellow engineers," speaking as a civil engineer to the men behind whom I have traveled many years. I spend about four or five nights of every week traveling behind you men, with my life in your hands, and I always sleep feeling safe that it is in your hands.

As I see this large company here tonight, it reminds me of a man recently who was being hanged. A large crowd had gathered to see the event. The sheriff said to him, "My friend, you must be popular in these parts. Look at the large crowd that has come to see

you off." "Oh, no," he said, "I am not." "Well," said the sheriff, "I think you ought to do this up right. I think you ought to make a speech." "Oh, no," said the man. "They haven't come for any speech." "Well," said the sheriff, "Either you have got to make a speech or I will." "Well," said my friend, "you can make the speech if you want to, but if you don't mind, hang me first." (Laughter and applause.)

I don't know whether you want to hang me first or after I am done. If there is any kicking done it will probably be afterwards.

That reminds me of a negro friend of mine that went over to win the war, but instead of putting Sam up in the front trenches, they put him to currying a very lively bunch of Missouri mules. One day the captain was looking on with great admiration at Sam's dexterity. He said, "Sam, don't they ever kick you?" "No, sir," said Sam. "They never kicked me yet, but they have kicked a powerful lot where I have just been." (Laughter.)

So, perhaps, the kicking will begin after I am over.

I was with our boys in France until about the time of the armistice. Since that time my regular work has taken me back again across Asia, and more recently across Europe and the Near East, and back to this country, but every country I visited this year I found in the midst of some great national crisis. I found strikes and industrial unrest in Japan, civil war in China, unrest and trouble in India, Egypt seething with a demand for immediate independence, ready or unready. I found industrial unrest, famine, revolution, war, across Europe.

I landed last year in England at the time of the great railway strike, last summer at the time of the great coal strike. This month England is tied up with another coal strike, and I returned to this country to find more than three thousand strikes listed a year, more than five times as many as Great Britain, and more than any other country in the world.

I asked myself, "What is the matter with the world today? Has the world gone on strike?" And as I come back this time it seems to me that this old world needs three things, and about those three things, if I had time, I would like to speak briefly to you today.

First, the world needs bread. A hungry world whose economic conditions have been shaken by Russia needs bread, not only starving cities of Petrograd and Moscow, but they are in the center of the world.

I was flying with the Polish and Czech young Russian prisoners captured and brought in. Some were clad in white cotton rags; some were in coats, and some in shirts, trousers and some in drawers. Some had boots, but over half of them were barefooted with winter coming.

Russia needs bread. Poland needs bread, a land that has been for eight times in the great advance and retreats in the last six years; a million of them driven homeless from their country, carrying the typhus. I entered with vermin from the time I came out, and that the vermin carried the typhus. I was glad, in the midst of this hunger and famine, and war, to see a man who had come out with a clean, untarnished record, who, half of America, had been feeding and keeping alive a million children, women, and that was our own Hoover. (Applause.)

I found that not only Poland but everywhere needs bread. I found students, professors alike, hungry. When I found a student living in one room with his mother and two sisters, all of them which were working as hard as they could, but only able to earn a day, but \$4.30 a month.

I found men hungry; two or three students found dead in their beds from starvation. I would go into a room. Here would be a little child or two or three years old, but the weight of a healthy child at that age, old, wrinkled face that had smiled, and for limbs, tangled clusters of skin and bone that had walked, and probably never worked for that hunger blockade was a hundred thousand women driven a year.

I saw the destitution in the streets of the poor.

Germany needs bread. When I came home I entered I found the millions of consumption in the homes. My father had fallen down those creaking stairs, going into the cellars.

home. Three times he had fallen. The third time he died of congestion of the brain. The only breadwinner was a girl of seventeen, on her eleven hours a day in a factory, tuberculosis, and working for less than \$10 a month to try to support that family of five huddled in that little house.

The next house I entered I found a man in his sweated industry, working to support his family of ten on less than a dollar a day. I saw destitution in the faces of the poor.

Germany needs bread. Eight hundred thousand of them killed during the war, the worst of it is the slaughter still going on. I will never forget the sight of those little girls. It made me think of my little girl, safe and pure, back at home. Little girls of eight and nine, ten years old, little Christian girls, killed by the Turks, and left with venereal diseases, worse than dead, or thrown into brothels or the Turkish harem, and the worst of it is, the slaughter goes on; no nation yet bound to make a mandate and no group of powers to set that place in order.

You talk of hard times in this country, but, oh, the hard times over there. China needs bread. Forty million die every year this month until the harvest comes, and fifteen millions that have been threatened with death.

The world needs bread. It is a hungry world, whose economic foundations have been shaken by the war.

But, second, deeper than its need of bread, the world needs peace. The war has left us at strife on three great human battle fronts: National strife, race strife, class strife.

National strife: Every nation demanding self-determination, ready or not.

Race strife: Every race, black or white, or yellow, or brown, demanding an equal place in the brotherhood of man, and every class, most of all the disfranchised toilers of mankind, demanding a square deal, economic freedom, a chance at life.

Now this present unrest, I think, can be understood in the light of the

We said we were fighting for democracy against autocracy, for freedom against militarism, for right against might; but now that the war is over, the world seems to be struggling blind-

ly, unconsciously, on toward those three great objects for which we fought; that is, toward democracy, toward freedom, toward right.

I am not discouraged. The world looks dark today, but how dark it has looked after the great wars, after the French Revolution, the time of Robespierre and the guillotine, and the Red Terror, but when the smoke of battle cleared away, the great ideals, liberty, equality, fraternity, and Republican France, a freer Europe, emerged, and we saw what it was all about. So, the world looks dark today, but when those great ends of democracy and freedom and right obtain, there will be lasting gain.

After the fall of the Bourbon in France, three families ruled most of Europe, the Romanoffs of Russia, the Hapsburgs of Austria, and the Hohenzollerns of Germany, but they are gone today, and gone forever, and ten or twelve free republics are taking their place on the map of Europe, most of them with a larger population than our little colony when we gained our freedom which means so much to the world.

We are in the greatest decade of transition, of progress, that the world has ever seen. We are passing over from autocracy to democracy. Mankind is on the march, from the organized might of special privilege to the right of all men to life.

But the question I heard asked in every country after country was this: "Yes; we are passing over, but how is the transition going to be made? Is it to be by evolution or revolution? Is it to be peaceable or violent? Is it to be by a vast volcanic upheaval of great fury and destruction as in Russia, that leaves the country in poverty and misery for decades, if not for generations? Or is it to be by more natural, normal, rational, progressive, evolutionary methods, as in Great Britain?" For with all their troubles, I found in Great Britain, capital and labor, employers and employees, coming together on a basis of their common humanity, building out, as it were, two great arms of a cantilever bridge, and Great Britain will pass over dry shod the flood of revolution that will sweep some other countries.

All over the world we find industrial classes today. What is the solution? We have got to find some solution. We

can't go back to wars, killing one another as the solution. I spent some time last week with some of my engineering friends who had perfected that last great instrument of destruction in the war. The Big Bertha would drop a tiny shell for a distance of seventy miles, killing the people in one room or house. The military damage was almost nothing, but, my friends, the aerial torpedo will hit the mark at a hundred miles, blow up twelve city blocks at one shot, or submerge the section of a city or army camp with poison gas, or drop a ton of high explosive; great, flying torpedoes, going through the air instead of through the water. You can blow up London from Paris, or blot out Paris from London.

Have we got no better solution than destruction of one another? We have got to find some solution. Where is it to be found? Certain great philosophers have proposed their theory, and certain great moralists have proposed theirs, but I find them all summed up, lived, taught, in the principles of Jesus Christ of Nazareth. What are His principles? I believe He teaches three great principles on which we could found a solution, by which we could find peace on earth and good will among men, for that is what we need. The right spirit, right attitude, right relationship, springing from good will. How are we going to get it? Now, what did He use? Three great principles. First, the great principle of manhood, the worth of the man. The infinite worth of every man, as my brother, before God as Father, even the least of these his brethren, hungry, thirsty, sick, unemployed, foreigners or Americans, the infinite worth of every man, the principle of manhood.

Second, the great principle of brotherhood. We are bound together in one human family, one social organism. We are here, each for all and all for each. We suffer together, or we prosper together. The great principle of brotherhood.

Third, the great principle of service, that we are here not for sordid gain, not in the game of dollar-chasing; not in the mere scramble for money, but we are here to make a better world, a better America. We are here to lift the standard of living for all, service. Not merely what we can get and grab,

but what we can give in making a better world. It is not only that getting so many dollars for that. It is that you are serving those in need, that you are serving the world. It is service that you are rendering.

Now, on these three great principles of manhood, brotherhood and service. He founds three other great principles. First, the great principle of justice. This man must have self-expression, self-realization, self-determination. He stands there in the little synagogue at Nazareth and proclaims his mission for humanity, good news for the poor, release for slaves and captives, for the oppressed, and in the jubilee, the time when every man shall go out free and back to his God, inheritance and possession, the great principle of liberty.

Second, the great principle of justice. They were neglecting justice, mercy, justice for all men.

Third, the great principle of love. It is applied to the golden rule; love, the giving of life, the sharing of privilege, giving.

Now, on those six great principles of manhood, brotherhood, service, justice and love, I believe we can find the solution of our problem. The first principle of manhood, the worth of a man, recognition of the human value in life. While I was in England last year I saw the leading labor leader in Great Britain and the leading employer. I went to see Mr. Sedgwick Roundtree, the great cocoa manufacturer, with some seven thousand workers, his great Garden City villages, model schools, where the profits have been put back into the community. I said, "What is the solution of the labor problem?" He said, "In the recognition of the human value." I am in business," he said, "not merely for the making of money, but for the making of manhood. We have to recognize the worth of men." "What do you mean?" He said, "I mean that labor today has five legitimate demands, five rightful things that they are entitled to." I said, "What are they?" "First," he said, "a living wage for every man that he can have where a man can have a home, a family; bring up his children in the chance of an education and a life, a fair living wage. Second,

ulation of hours." He said, "I give forty-four hour week, but I favor a forty-eight hour week as a maximum for England, six days at eight hours each, as a maximum for England. I am insuring against forced unemployment." He said, "It is the skeleton in the closet of labor, this haunting specter of fear, this fear of being fired, turned out jobless, penniless, homeless, perhaps, that robs them of good health, undermines production, gives this spirit."

Now," he said, "less than five per cent in any average year are unemployed. How can we cover that five per cent?" He said, "We will take one per cent from the wage bill of the laborer, one per cent of the wage bill of the industry as a whole, furnished by the employer, and if the state will give the full sum of ten million pounds sterling or with us, forty million dollars, we could more than cover the five per cent, and could insure all honest, bona-fide laborers against enforced unemployment."

Fourth," he said, "labor is entitled to some voice in the control of the industrial side of production."

Fifth, labor must have a fair share of the product." He said, "Just because the capital is mine, I have no right to monopolize all the profits. These values are socially created. We must work together, and capital is entitled to no more than it will earn at a maximum rate for the given risk."

These, then, were the five things, a fair wage, regulation of hours, insurance of employment, a share of democratic control of industries, and, fifth, a fair share of the product. In other words, I saw he was getting back to the human factor, the worth of a man, the recognition of Jesus' great principle of manhood, as the first step toward solution, and I found that growth all over Great Britain. I found three and a half millions already organized under the Whitley Councils. I saw Mr. Lloyd George, in the House of Commons, himself a great employer. He said, "We have abandoned trench warfare, and labor and capital cursing each other, suspecting each other, damning each other. We are getting together around a council table to settle our conditions together, half labor and half management or capital."

I found three and a half millions under the Trade Board Act where instead of settling wages by the most miserly, mean, cut-throat, employer, they are settled by the best minds in England, or the Trade Board. Labor appoints half, the employers appoint half. The Government appoints three neutral experts, and those men settle the standard of wages for an entire industry, and the scale of living is lifted, lifted last year for three millions; this year for five and one-quarter millions; next year for seven millions. It is lifting, because they are grasping the principles of the great recognition of the worth of man and brotherhood.

I found seven million in the great trade unions of England, of Britain, and if you take them with their families, that is half the population of England. I found labor had sixty-five seats in the House of Commons, and a voice in the making of the laws of the realm, and I found the onward march of manhood there in Great Britain, recognizing that first great principle of manhood, the worth of a man.

Second, take that great principle that He taught, of brotherhood. Now, some people say to me, "It will not work. You can't mix religion and business. He was a Utopian dreamer. It simply will not work." I believe that brotherhood, that friendly co-operation, works better than merciless competition—every man for himself and the devil takes the hindmost. I believe that you men standing together in a great brotherhood are a lot better off than if every man were scrambling for himself. You would never get what you are getting today. Take that principle of brotherhood. Does it work? I am glad to see your splendid co-operative bank. There you are grasping that principle of brotherhood. That is what underlies it. I saw those co-operatives. I saw how the Rochdale system worked there in England. Twenty-eight of those poor weavers, sweated labor, exploited by the money lenders, never able to get their heads out of the water, struggling to support a big family on a dollar a day. They got together. They said, "Let us see if brotherhood works. Let us stand together in friendly co-operation. Each one put in one pound, or about five dollars, in the bank," and they took turns,

the twenty-eight men, keeping the little store, to run a co-operative, to buy their goods together, so they could get out of debt. Did it work? There are today, Mr. Stone, not twenty-eight men, but fifteen million in Great Britain gathered in four million families, one-quarter of the entire population, fifteen million persons in those great co-operatives; not twenty-eight pounds in the treasury now, but an annual turn-over of over one billion dollars. That is more than it cost to run the American Government any year up to the outbreak of the war; more than it cost to run the whole British Government. They own today their wheat lands in Canada, their tea estates and sugar plantations in Ceylon; their own shoe factories; clothing factories, furniture factories, fishing fleets, their dairy farms. The standard of living is lifted, lifted for one-quarter of the population of the toilers of Great Britain. Why? Because they grasped the principle of brotherhood that brotherhood is better than strife and merciless competition.

Take that third principle of service. Does it work? That means that we go out, employer or employee, capital or labor, not to get a maximum and give a minimum, but an honest day's work for an honest day's pay; that we go out to serve, to make a better America, to do our job, not lacking on the job, not limiting production, down to the slacker's pace, either by capital or labor. Herbert Hoover today, on that principle of service, is a million dollars poorer than when he started to feed starving children of Belgium or Poland or Europe, but we don't measure his worth by dollars. How much money did Washington make out of America? How much graft, how much money did Abraham Lincoln make in freeing the slaves—Honest Abe? How much rake-off did Herbert Hoover make in feeding the starving Belgians? It would be an insult to ask. These men are not out dollar chasing, for sordid gain, but dollar service, to make a better America and a better world. That is what we are out for, you and I, and every one of us must get this great principle of service, and I believe that is what we are living for.

Now, fourth, take your principle of liberty. After slow centuries, we applied it. We applied it to our political

life. We granted democracy found it worked. Men could be trusted with a vote. It worked.

Eighteen hundred years passed, we applied it to slavery, and the black slaves, but it took us hundred years to do it. For hundred years we read our Bibles, we read every seven days, our blindness, stiff-necked privilege, we couldn't see it. We thought there were two kinds of humanity, white and black, privileged, rich and poor, but we saw it.

Now, if it took us eighteen years to see it for black slaves, just possible there are some things we don't see yet today, blinded by privilege? Is this liberty? Is it if a minority of the people, by an overwhelming concentration of wealth, of capital, of credit, of making power of the country, has the right to organize for their protection and welfare, to choose representatives where they will, the majority of the workers? Is it so much more, without their capital or credit or law-making or privilege, have no equal right to organize as they will, choose their representatives where they will, they tell us if the minority, the employers, if the capitalists organize is liberty, but if the workers organize it is conspiracy? Is that your liberty, two kinds of humanity? That great principle of liberty, taught will work, and it must be applied.

As I come back to this country distressed to see this tide of sweeping across America. I believe in the open shop movement. I believe some employers have—I know some of my friends are out for the best-to-God open shop where there is a square deal for all, liberty, and better working conditions. I know others tell me frankly, "We have our chance to break the Union, let them get good and hungry, and get them as they got us. No chance." Well, it may be that it has never been a better time. I have seen it tried with success, saw the Czar do it and get a good time, for a time. Bismark tried it. He, backed by all the

Prussian militarism, and all the political laws of privilege he wanted to on paper, couldn't get away with it long. Great Britain tried it for a while, but they couldn't get away with it. Take from the first chapter of the old book of Genesis, to which we turn, whether Protestant or Catholic, whether Jew or Gentile, back to the first chapter of that old book where man was created to subdue the world and have dominion with free creative spirit; not dominion over the fellowmen to exploit them or to take the bread out of their mouths, but to have dominion over large natural resources and the forces of nature. Back to the first chapter of the old book. Men have been struggling onward and upward toward liberty, toward those God implanted, ineradicable instincts and rights of the human heart according to the eternal principles of right and truth, and it must be crushed. Not unless you can break God in heaven and humanity on earth, can you break it. You may break some of the Unions, but you can't break humanity; you can't break justice; you can't break liberty; you can't break democracy; you can't break the human spirit.

And I am glad that at this time the great churches stand with you. The National Catholic Welfare Council speaks up with no uncertain voice that the movement is against Unionism. Its real purpose is to destroy all effective labor unions. And the Federal Council of Churches, representing the Protestant churches, speaks up and says that the present open shop campaign is inspired in many quarters by antagonism to union labor. The attack is being made to destroy the organized labor movement, and then they speak out against it, the Catholic Church and the Federated Council of Protestant churches alike. I am glad that the churches are lining up to the demands of labor. You take the Federal Council of Churches and the National Catholic Welfare Council. They stand for these great 16 points of the social creed of the churches; they stand for equal rights and justice for men in all stations of life. They stand for the protection of the family and the development of their children, its right to education; for the abolition of child labor; for the prevention

of poverty; for the conservation of health; for the protection of the worker; for protection against enforced unemployment; for protection for old age; for the right of employees and employers alike to organize; for one day's rest in seven; for the reduction of the hours of labor; some measure of leisure; for a living wage as a minimum in every industry; for Christian principles applied to the acquisition and use of wealth and an equitable division of the product of industries.

On these great principles the churches are uniting and standing solidly behind labor. I believe that we will have to come back to these eternal principles as the only solution to our problem. I believe we will find that they work. Sum it all up in the principle of love and the golden rule. Does it work?

There was Arthur Nash of Cincinnati, his business on the rocks, strikes and lockouts on all hands. He gathered his workers together. He said, "Let us try the Golden Rule. If we stand, we will stand together; if we go down, we will go down together, but we will try the Golden Rule, to do to others as we would be done by, and honestly try to live it." And they did. Now, what happened? They turned out a cheaper product. They paid higher wages. They made a larger percentage of profits than any business in their line. They were paying their cutters four or five thousands dollars a year. Their business increased one thousand per cent, and on top of that, they were ashamed to make so much profit. They said, "Let us divide it pro rata, according to the wages of each," and they did, and the cutters held a meeting. They said, "Some of us are already getting five thousand dollars a year, and we don't need it as much as those old women and unskilled laborers who haven't got so much. Just divide it up even all around according to the time that we work," and they did, and there was a falling market. They were not paying. He said, "We have got to put up the price of clothes," They said, "No; you have got to cut labor. You can't raise the price when others are reducing. Figure it out and tell us what it comes to. We shared the profits; we will share the losses." So they did, but he

said, "You must not cut the cutters, because they just saved us thirty-three per cent by their ingenuity and sacrifice. They held a meeting. They said: "We get the best of it very time. We are best able to take the cut and it goes in on us Monday morning first of all," and they are vying with one another to keep that Golden Rule. It works. And, brothers, some day we will get back to those six great principles of truth and right, the principle of manhood, the principle of brotherhood, principle of service, the principle of liberty, the principle of justice, all summed up in the great law of Love, self-giving, the sharing of life and privilege with our brothers, applied in the Golden Rule that we do to others as we would be done by, love God with all our hearts and love our neighbors as ourselves.

My fellow engineers, we have got to go out to seek first, the Kingdom of God and His right, the right of all men to life and life more abundant; not every man for himself, not in a sordid game of grab, not after wages alone, for wages will never satisfy labor, and wealth will never satisfy capital. Gold will never satisfy. We can't live by bread alone, but by the living God. The world needs bread, the world needs peace, but most of all the world needs God. Let us go out to live this life and seek, first, the Kingdom of God and human rights, to make a better world in service, for this, I believe, is the only solution of our problem. (Applause.)

**Address of Mr. Glenn E. Plumb Before
the Third Triennial Convention,
May 16, 1921**

Mr. Grand Chief, friends of the Brotherhood of Locomotive Engineers: I have been looking forward for a long time to this opportunity to address you. I have wanted to talk face to face with the men whose hands control the throttle of all American industry, for there is no industry today that is not dependent upon the railroads. It is your hands that direct the course of every ton and of every passenger, in a mechanical direction, and yet back of you lies another hand which should direct the financial power of these railroads. They hold the throttle just as accurate as the one that you control.

They are able, through their to say just how much of the of the railroads shall be distributed wages, just how much to the public for the service rendered they seek to get all of the profit is possible to get out of the service out of the needs of the consumer whom that service is rendered back of that, lies another hand, a single hand that controls the production of mankind, the hand that directs the course of the universe, and I believe that for untold centuries, there has been a preparation for this day. We were two thousand years ago that



GLENN E. PLUMB
Author of Plumb Plan

ent duty of man was to render to mankind, but in those days who earned their own living the things that they themselves That was really the industrial revolution down to some fifty years ago when the nation was founded.

As we began to unlock the secrets of the material world, through the accumulation of knowledge, as we obtained power over space and time and all natural resources, we began to divide the business of life. To one group was given the task of transportation to another group of men, the raising grains and feed; to

up, the task of manufacturing the different necessities, until today we have actually come to realize in our daily life, without knowing it, that men exist only through service rendered to other men.

You members of the Engineers, you make your living by rendering a service to others, for not one of you needs transportation that you are carrying on. Your lives are devoted to the service of mankind. We haven't realized that, but it is an accomplished fact. And here is another great group of men employed in the steel mills. They are not making the things that you need. They are devoting their strength and their strength to the service of mankind, making and producing the things that other men need.

You realize today that all of the industry of this nation, with the exception of agriculture and a small remainder of the industry we call merchandising—with those exceptions, all industry is in the hands of corporations. Transportation is one hundred per cent corporate. The mining industry, one hundred per cent corporate; manufacturing, and even a large part of merchandising. The only industry left in the hands of individuals is agriculture, and the corporations are beginning to invade even that field.

Now, what is a corporation? It is nothing but a grant of governmental power to a group of men to conduct industries. That is all that a corporation is. The only excuse for the existence of a corporation is that through the grant this group of men may be better able to serve the needs of the community. In fact, it has been developed at the present time that many of the social needs could not be met except through the aid of corporations. It is the beginning of the co-operation era, for a corporation is nothing but industrial co-operation.

There are railroads. We have two million men joined for the single purpose of delivering transportation. That is the joint result of their efforts. We have got billions of dollars devoted to purchasing the equipment so that people may have transportation. We have several hundred thousand citizens who have pooled their money to furnish the equipment; two million men who have pooled their efforts to furnish the use

of the equipment to deliver the transportation. They are working co-operatively to a single end. That is industrial co-operation, the joint efforts of many to accomplish a single result, but that is not economic co-operation. Economic co-operation means the joint efforts of many for the common well-being of all who participate each in proportion to his contribution.

You engineers have caught that idea also, for you have organized across the street here a great banking institution, which is not only co-operative from the industrial point of view, but co-operative from the economic point of view, for it is the purpose of that organization to limit the returns to the men who put in capital to just a fair return for the effort they render, and if that institution produces more profit than enough to pay that fair return, the excess profit is then to be distributed amongst those who have contributed to that industry—depositors, in increased interests, and, I hope, eventually borrows in decreased rates charged them for the service. That is industrial co-operation as well economic co-operation. You have grasped the idea. It is the beginning of a new era.

This organization is more advanced in this new belief in co-operation than any other labor organization in the world. You have started a great experiment, and I firmly believe that within the very next few years—if I say one, you will say I am wild. If you say ten, I will say you are wild—somewhere between those periods, we are going to see this idea develop until it takes in all of organized labor, I firmly believe.

What I want to emphasize now is that the world has awakened to a realization that the only basis for prosperity is service to mankind. There is no other basis. We are beginning to put into actual practice the teachings of the Master. We are beginning to study those teachings, not with the idealism of the religious enthusiast but with the practical ideals of the business man, for it has now been demonstrated that there is no other way under heaven than that which has been laid out by the great Teacher.

I spoke in Raleigh last week, and when I got there, I found they had assigned me a topic. It was "The Rail-

road Dilemma and the Way Out." I like that a great deal better than I do "The Plumb Plan," because it amounts to the same thing, and it sounds better. (Laughter.) So now I am going to speak for a little bit on the Railway Dilemma, but I want to warn you, it was two years ago when I first explained the Plumb Plan to a Committee in Congress. At that time I didn't have to talk on the Railroad Dilemma. All I had to talk on was the way out, and it took me twenty-five hours to show them the way out. Now, in addition to showing the way out, I have got to talk on the Railway Dilemma, and you see what a fix that puts me in, but when I look in your faces, and look back to that Committee, why, the time it takes depends on the intelligence of your audience, after all, and I believe I can get through here in an hour and a half, without taking the twenty-four hours. (Laughter and applause.)

The Railway Dilemma is a very serious dilemma. I believe that it will be shown by statistics of the year ending July 1st, that the railroads of the United States have not earned more than the interest on their indebtedness. Now, that is correct. They haven't saved net earnings more than enough to pay the interest on their indebtedness. Some of them haven't even saved that. The New England Roads are not even earning the interest on their bonds. Many of the roads outside of New England are not doing that. They give various excuses for that loss in earning power. The first excuse is that the wages are so high that the amount required to meet the payrolls exhausts their income. You have seen that in the papers a great deal, haven't you? That is what is being played up everywhere.

I want to state to you some facts about that. When the railroads were turned back to private ownership March 1 of a year ago there were on the payrolls a trifle less than two million men. I think it was one million nine hundred and thirty-seven thousand, as I remember the figures. Mr. Krutchnitt, testifying before the Interstate Commerce Commission the other day, said that in July, last, there were two million one hundred and some odd thousand employees. They had increased since the 1st of March until the last of July near-

ly two hundred thousand. Yet the wage award was made July 1st on that decision the officials were before the Interstate Commerce Commission asking for increased cover the increased wages. I was there I participated in the hearing, member accurately what was fact, I looked it up the other day I came out here so that I call the page of the record and the testimony. Dan Willard will stand. I want to say this for Willard. From my experience with way Officials, I believe he is a most conscientious, most honest way Official we have got in (Applause.) I believe more than that he is just as honest and conscientious as it is possible to be honest and conscientious man under this damnable system of operating our railroads. (Laughter and applause.)

He was on the stand, and asked by a member of the Interstate Commerce Commission: "Mr. Willard, it has been frequently charged that through government control many more men were placed on the payrolls than were needed to perform the service. Do you think there is any foundation for that criticism?"

And his answer was, "I know facts that would warrant such criticism." That is quite different from what you heard in the news. Isn't it?

Then he was asked "Is it possible, Mr. Willard, for the railroads to reduce the number of employees and still maintain economies in operation so that they would not have to apply this ten percent increase that the total payroll now shows?" And he said, "No, I don't think we would be warranted in saying that we could make any economies. We will have to assume this flat increase will have to be applied to the payroll."

That was accordingly done. It was calculated that the twenty percent increase on the payrolls would amount to an increase of \$116,000,000, and that increase was provided to take care of that amount, plus \$1,120,000,000 additional to provide for interest on the bonds at four percent net income.

Then what happened? As a result the increase in rates had been

to take care of the increase in wages, they began to discharge men. The Pennsylvania Lines discharged 97,000 of its 297,000 employees as of that date. I am informed that today nearly 1,000 men who were on the payrolls last July are walking the streets without employment and with no income.

The payroll today is decreased by more than 25 percent of the employees engaged last July, and the wage increase was only twenty-one percent. They are making money out of their payrolls now. That increased wage is no longer a burden on transportation, the increased rate remains. That is what is stifling transportation today, the rate and the other increase to pay the streetcar profits that were guaranteed.

They say, "We can't reduce rates until the wages come down." That is what they say to the farmer, and that is what they say to the manufacturer, the wages are so high that we can't bring down the rates until the wages come down."

Let me tell you a little story. In 1897 I was operating a street railroad in Chicago. Some of you are familiar with the geography there: there was a two-mile bit of territory between Ashland Avenue on one side and Halstead Street on the other, and between 22nd Street on the North and 39th Street on the South, in which there was no North or South line of street railway. We traversed that territory and found that the population was amply sufficient to support a street railroad, in fact, it was the times in excess of the amount usually considered necessary to support a street railroad.

So, we built a two-car line from the lumber yards at one end to the stockyards at the other end, and placed it in operation in July 18, 1897. I had two cars and it cost me fifteen dollars a day in wages. At the end of the month I found that the two cars were earning four dollars a day between them, twenty-five percent of the wages. I was like Mr. Atterbury I would "These wages are so high that I must reduce the rates." I couldn't reduce the wages to a total of four dollars per day, that was impossible, and I continued as I was going meant bankruptcy.

I went out on the car, with the first car in the morning and rode back with

the last car in the evening. I found a double stream of men in an hour and one-half in the morning in both directions, one stream going North into the lumber yards, and another South into the stockyards. And at night the streams were reversed and they flowed back. Of course, the cars were empty, nobody riding.

So, the next day I went up into the lumber yards and found that the men were earning seventeen cents an hour, and I went to the stockyards and I found that the men there were earning fifteen cents per hour. Remember, this was twenty-four years ago.

Under our ordinance, we were allowed to charge five cents for fare, a just and reasonable charge for a street car ride in those days. So, I began to figure it out. The average ride was a mile, and a man could walk a mile in fifteen minutes and save a nickel. He was earning at the rate of twenty cents an hour. He could make more money walking than he could working. He walked.

So, I said, "We have got to sell transportation to these men at such a figure that they can make a profit out of it." They earned 15 to 17 cents an hour. If they rode a mile, I could save them eight minutes. If I sold them that mile for one and six-tenths cents they made a little money on it. So, I sold them fifteen rides for a quarter. I cut my rates sixty percent, and then they began to ride. They made more money riding than they did walking. I cut my rates sixty percent and increased my receipts one thousand per cent. I was selling transportation so that they made a little profit on that ride in the time that they saved. Then I was able to pay my fifteen dollars a day in wages, and I had enough money left to pay interest on the bonds. I would have gone into the hands of the receiver as sure as faith if I hadn't sold transportation at what it was worth to the consumer. There is a tip for the railroads. (Applause.)

I want to show you the effect this high rate has—you know it, but I am going to tell you. I was in the Imperial Valley last Fall, and I met the president of the Imperial Valley Fruit Growers' Association. Maybe some of you men come from the Southern Pacific, so you will know something about

it. They shipped ten thousand carloads of melons out of that Valley last year. Nine thousand of them before the 26th of August and one thousand after. Of the nine thousand carloads that went out before midnight of the 26th of August, the growers received a net price of twenty-five cents a crate for their melons. On the one thousand carloads that went out after midnight of August 26th, when they got their returns, they had given their melons away for nothing, they had given the crates free of charge, and then had contributed a portion of the freight bill.

To the President of that Association I said, "What are you going to do about it?" And he said, "I know what I am going to do about it. That land of mine will grow long-leaf Egyptian cotton. It takes one car to carry one acre of melons. I can put thirty acres of long-leaf cotton in one carload, and ship it at the lowest freight rate. I am going to raise Egyptian cotton and advise my members to do that, too." If they do that they will get the product of three hundred acres in ten cars instead of ten thousand cars of melons in refrigerator cars at high rates. Some loss for the Southern Pacific! They can't pay very many wages on that compared with what they did have last year.

Judge Cowan, representing the National Shippers' Association, reported at Chicago that he had as clients four solid townships in Texas, who at that very moment had thousands of cars of cabbages, onions, beets, peas, ready to ship to the Chicago market, and because the rates were so high, all they could produce was rotting in the ground. They couldn't get enough to pay for picking it.

There were four townships of farmers, faced with absolute bankruptcy because the rates were a dam between them and their market. In Chicago 200,000 men out of employment, hungry for cabbages, onions, beans, peas and all of that garden truck that was rotting in Texas, and they couldn't pay the price to get it, because it wouldn't flow over the dam of those high rates.

You know, if you take a stream and place no obstruction in it, all the water that comes in it can flow through it. If there were no freight rates charged at all, all the produce in this country would flow through those streams with-

out interruption. It wouldn't be able to have it done, but I can show you. Then they put a dam at the bottom of that stream, and how low the rate, how low the portion of the stream won't flow over it, and as you raise the rates, more traffic is stopped until the dam gets to the level of the stream, there is no traffic. There is no traffic across the stream of traffic, the rates are too damned high now (pause.)

Here is another part of the dilemma. Under the existing system of private ownership, the management of the railroads is compelled to be honest and inefficient. It can't help itself. I am not blaming the railroads, I am stating a fact. Now I am going to prove it.

In January, Mr. Johnson, of the Machinists' Union, filed a statement with the Interstate Commerce Commission that the Pennsylvania Railroad had made a contract with the Baldwin Locomotive Works for a pair of 200 Pennsylvania Locomotives at a cost of two hundred to three hundred per cent in excess of the cost of doing the same work in the Pennsylvania shops.

That charge was vigorously denied by the Pennsylvania executive committee of the Interstate Commerce Commission at their hearing for the 18th of April. On the 17th day of April, President Taft of the Pennsylvania issued a statement to the public, which the Associated Press carried through all the newspapers of this country, and copies were delivered to every Senator and Congressman, because the hearing was held the next day.

The very next day in Philadelphia witnesses were put on the stand. Witnesses for the Labor organization, sworn government witnesses, experts, examiners for the Interstate Commerce Commission. Mr. Johnson, in his statement to the public, gave the reasons for placing the blame with the Baldwin Locomotive Works, that the labor costs in the out-of-state shops were forty per cent less than the labor costs in the Pennsylvania shops. This was because in the out-of-state shops they paid their men by the piece, as, under the national agreement

Pennsylvania shops we were compelled to pay our men by the day.

There is an absolute statement of facts, isn't it? So, the very next day the Auditor for the Interstate Commerce Commission was placed on the stand and asked, "Mr. Blecky, have you examined and compared the labor costs of the Pennsylvania shops as compared with the labor costs in the Baldwin shops?" "Yes."

Now, you all know engine repairs are divided into five classes, one, two, three, four and five. These engines had no repairs in the No. 1 class. All were in two, three, four and five.

Yes, I have examined them."

How do they compare?"

On class two repairs the labor costs of the Baldwin shops were 93 per cent in excess of those costs in the Pennsylvania shops.

On class three repairs the labor costs in the Baldwin shops were 147 per cent in excess of the costs in the Pennsylvania shops.

On class four, 158 per cent in excess of the Pennsylvania costs.

On class five, 137 per cent in excess of the Pennsylvania costs."

The average, adding the forty per cent less which Mr. Rea said was a fact, we have got to add that to these other percentages to find the amount of Rea's error—his average error on the four classes was one hundred and sixty-nine per cent.

Now, I used to think that a one hundred per cent liar was a pretty good thing. (Laughter), but when they get up one hundred and sixty-nine per cent they are going some. (Laughter and applause.)

Then, again, Mr. Rea made this position statement: He said, "We had to let the two hundred locomotives to Baldwin because they were the locomotives requiring the heaviest repairs, by getting them out of our shop increased the capacity of our shop to take care of the lighter repairs."

Then we put on the Chief Examiner of the Interstate Commerce Commission, who was asked, "Did you compare the character of repairs done on these locomotives in Baldwin with the repairs done on the locomotives in the Pennsylvania?" "Yes, sir."

What did you find?" "I found the

Baldwin repairs were very much lighter than the Pennsylvania repairs."

"On what do you base that conclusion?" "Well, first, we examined the mileage of the locomotives going to Baldwin since their last shopping and the mileage of the locomotives going to the Pennsylvania since their last shopping. We find that Baldwin locomotives on the average had run four hundred miles per locomotive less than the locomotives that went to the Pennsylvania, and then we took the average age of the Baldwin locomotives as compared to the average age of the Pennsylvania shopping, and the Baldwin locomotives were about three years younger than the Pennsylvania locomotives. Then we took up the individual repair sheets on each locomotive and compared them, and we find that the heavy repairs on the two hundred Baldwins were much less than the heavy repairs on the Pennsylvania's six hundred locomotives."

Then we put Mr. Rea on the stand and Mr. Walsh—you have heard of him, probably. He is an Irishman—Frank P. Walsh—I wish we had one hundred thousand like him. (Applause.) He said to Mr. Rea, "Mr. Rea, do you know whether the two hundred locomotives sent to Baldwin were the locomotives requiring the heaviest repairs?" "No, I don't know anything about it."

"Have you any knowledge on that subject at all?" "No."

"Who made this statement for you?" "My publicity agents."

Mr. "Ivy" Lee. Now, when a railroad President depends for his facts upon "Poison Ivy" Lee rather than upon the records of his corporation, why, somebody is going to do some lying. It may be "Poison Ivy" or it may be the President. I don't know.

Again, Mr. Rea justified this contract by saying, "We had to let those locomotives to Baldwin because the public need for transportation was so great we had to get the locomotives back in the shortest possible time."

And then we put Mr. Bleckie on the stand and said, "Mr. Bleckie, did you compare the time that it took in Baldwin's for repairing these two hundred locomotives with the time it took for repairing a like number in the Pennsylvania?" "Yes, sir."

"What did you find?" "I found that

it took two hundred and forty-two locomotives months longer in the Baldwin than it took in the Pennsylvania shop," and we put on another expert to testify as to what the net earnings of a locomotive on the Pennsylvania were, and according to the different divisions the net earnings of the locomotive run from twelve to fifteen thousand dollars per month. Two hundred and forty-two locomotives months loss in Baldwin contract, at twelve thousand dollars a month, two million eight hundred and eighty thousand dollars lost to the Pennsylvania stockholders by that Baldwin contract in loss of time alone and that was during the period from March to September of last year when they had more traffic offered than they could haul, according to their statements.

Then we put on the Examiner of Accounts and said, "How much did it cost in the Baldwin shops more than it cost in Pennsylvania's?" "Three million three hundred and thirty-eight thousand dollars more."

"And what was the value of the scrap that the Baldwin kept?" "One hundred and forty thousand." A total loss in scrap, excess cost and loss of locomotive use of more than six million three hundred and forty thousand dollars in that one contract, and I picked up the paper today and I find that labor has cost ninety-one dollars useless loss in repairing a nozzle on a locomotive; charged before the Senate Committee that that is one of the excessive costs of the International Agreements; ninety-one dollars for fixing the nozzle of a locomotive. They didn't say anything about the Pennsylvania contract.

Now, what is the result? Over six million dollars lost to the Pennsylvania investors by one foolish, useless contract, and four months afterwards they cut the dividend rate to the Pennsylvania stockholders one per cent. Why, that six million dollars would have paid that one per cent to the stockholders for more than a year if they had only saved it.

I want to tell you that this kind of management is robbing the honest investors just as mercilessly as it is trying to rob labor. The investors are beginning to realize that the honest labor effort that runs the railroads is to be trusted rather than the skillful hand that manipulates the financial throttle

that determines how the railroads be run today.

You are beginning to get now with the men who really run the railroads. That is another horrible dilemma. There is still another dilemma. The railroads are financed not for use, but for profit. We used to say that the days of wild cat financing were over, and yet within four months the demands of the Esch-Cummings sixty million dollars of legalization has been poured into the C. & P. capital stock. They have taken their capital stock sixty million dollars out putting a cent into the treasury. Two hundred per cent of what was poured into the Delaware and Maryland without putting a cent into the property, and that is the first step in a campaign to liquidate the enormous funds of all of the railroads in the United States, that fund which represents the amount of money paid to the stockholders for service in excess of the cost of service and in excess of all the interest requirements, and that has now been put back into the treasury for expansion. The people are getting that money. It is now coming against them and rates in the future must be applied on that additional legalization. They can't do it. The burden of this country will not survive this burden.

How serious the dilemma is will be illustrated by Mr. Kruttschnitt's testimony before the Senate Committee the other day when he was asked why he would apply. Now, you know Mr. Kruttschnitt comes from the Northern Pacific. Some of you come from that territory. You know the situation in California, a state with most of its public highways, built by public money. In California last fall I saw a motor bus fifty-two miles from San Francisco to a little town up the coast, in an hour and fifty minutes for three cents a mile, far quicker than I could have done with a horse-drawn passenger transportation of the Southern Pacific. The market was crowded. It ran every hour and passenger transportation of the market is largely accomplished by the motor bus today.

At the same time, in that same market perhaps probably a score of small and eight ton trucks loaded close together on the roof with local package fre-

ed to go by railroad; it now goes over the public highways.

At the same time, the Southern Pacific finds that its trans-continental freight is now being conducted by steamboat from coast to coast through the Panama Canal.

What is Mr. Krutchnitt's remedy? This, in order to make private operation of railroads successful, we must raise the rates on water transportation from coast to coast so that the railroads can compete and the steamboats will go out of business. We must charge for the use of the public highways enough to bring their rates up to a parity with railroad rates, and then the automobiles will go out of business. Deny the people the right to the use of the interways at cost, make them pay a profit for the use of that which the nation already owns, charge them for the use of the publicly built highways, and then turn the profit over to us and maybe we can survive.

That is going one step too far. The public won't stand for that.

Here is the other remedy, in Chicago, Walbur says, "We can't admit the right of any class of people to a living wage any more. That is socialism. If we give the railroad man a living wage, we make them a super privileged class. Other men engaged in industries don't then want a living wage and industry won't stand it."

That is the greatest admission of absolutely fundamental rottenness in the present system.

It admits that men today do not earn a living wage and denies them a right to a living wage. Well, if men don't earn enough to live on and support their families, then industry can't last this generation, because if we don't get enough to raise a new generation, we won't raise one, and when this generation is worn out, industry stops and the profit system dies right there. Don't you suppose those people begin to realize what they are up against? Well, this is a part of the dilemma of the railroad situation. Now, I am going to make a little prophecy. This Administration was elected on a pledge to support private operation of railroads. It is going to repudiate that pledge. The present owners of the railroads, the security owners, have had demonstrated almost to their satisfac-

tion that private ownership and operation cannot restore the value of their securities. They are going to make one more attempt at it, but it will be no more successful than the last. When they find that private operation can't restore their value, well, value is the only thing they are interested in, and the only haven they have left is the Government ownership, and a sale to the public of their interests. What they want is the highest price they can possibly get for that which they have got, and I don't believe there will ever be another Administration that will pay them so high a price as this Administration, and I think they will realize that, and I prophesy that before this Administration goes out of office we will have Governmental ownership at a figure which satisfies the present owners. (Applause.) I don't think they will satisfy us. (Applause.) But I think we will have it pushed down our faces anyway.

Now, we come to the remedy. There is the dilemma. Now, the way out. Men, your leaders, the heads of your organization, who for so many years have borne the responsibility of your individual and collective welfare, have felt the injustice of the present system quite as keenly, if not more keenly than you as individuals have felt it. They have come to the solemn belief that no progress can be made in these human affairs that is not based on justice, absolute justice for if we build on anything else, we are merely building a structure that will topple over in a crisis. It is the injustice of the capitalist system that is digging its grave, and if we are to erect a new structure that is to stand, we must build it four-square with justice. You can't, however, devise a scheme of justice unless you first determine the interests involved in railroads, the extent of each interest, and the rights that belong to each one of these interests. That has called for an analysis of this industry which we have carefully named, which your leaders have approved. I made this analysis before the economic department of Yale University a little while ago. One of the professors came to me afterwards and said, "That was a splendid dissertation on economics you gave us." I said, "Was that economics?" He said, "Yes; that is part of economics."

"Well," I said, "I thought it was nothing but common sense," and that is all there is to economics. It is merely a high fallutin name for common sense, applied to the facts of life, and we are just as good economists as the faculty of any university, because we know life, and we know facts, and we have got the common sense to apply them.

So, now, follow this analysis. See if I have omitted anything, if I have stated anything that you do not agree with. If you, as a representative of the common sense of America, agree with me, I am right. If you don't agree with me, why, then, perhaps you are wrong. (Laughter.)

Now, what are the interests that exist in organized industry? For all organized industry may be treated alike now. We find there are just two equal interests. Remember that. Two equal interests. Now, you probably think I am going to say, "Capital and Labor," but I am not. No. The first half of all organized industry is the producing half, the productive interests. The other half of that industry is the consuming half, the consumers' interests.

On the productive side we have got three factors which must join together to furnish production. That is, capital, labor and management. It is the function of capital to furnish the tools, equipment and materials for production. That is all capital can do. The function of management is to supervise, direct and exercise authority over. The function of labor, to furnish that human effort which, under the direction of management, using the tools and materials furnished by capital, produces the service or the products that men need. Have I left anything out of that half of industry? Isn't it all there?

Now, the contributions of these three factors make up the total cost of production. That is half of industry, but only half.

The consumer is the man who pays for your services. He has got to pay in the price charged him an amount which, added together, makes a sum equal to all of the contributions of capital, labor and management, for the price paid must be sufficient to recompense capital, to pay the salaries and rewards of management, the wages and rewards of labor. If the consumer does not do that, why, then the industry dies.

It can't live unless the consumer includes in his contribution, the contributions of the three productive factors. If the industry is fair, the consumer has to pay a bit more than that. He has to pay the price charged him a little bit of profit over and above the cost of production, a margin sufficient to cover all of the new capital required for the expanding industry, to meet the expanding needs of the consumer. If he doesn't do that, the industry can't prosper. If he does, it does prosper. Now, the consumer is half of the industry. The producing factor is the other half.

What is the interest of the consumer? The consumer has just two interests. He is interested in the price he pays for the service he gets, and the quality of the service he gets. That means he has a right to be satisfied. He has a right to be satisfied in price than an amount sufficient to meet the cost of production, to furnish this little margin of profit for the expanding industry, and then he has a right to get the best quality of service or product which the price he pays will produce. When the consumer has these two rights assured to him, he is satisfied in all his interests in industry.

What is the interest of capital? What is capital? Nothing but the accumulated surplus of past labor, that wealth which men have accumulated in excess of their needs or in excess of what they have consumed. That is capital. It belongs to individuals. If individuals are going to take that capital and use it to supply the tools and equipment for building railroads, for the public needs, then we have to do two things to the capitalists. We have got to guarantee him protection in his investment of the actual money he has made, or we can't have money for our service without guaranteeing him that we will protect his investment while it is in our service, and we must also assure him that constant return which induces him to make his investment, which induces him to have his capital for our use. We have done that, we have protected the capitalist in all his rights.

Now, what is the right of labor and management? For now I treat them together, as they are but two parts of the same thing? What is labor's

management? Economically, we de-
 ce it as all human effort expended in
 man service. Effort not so expended
 not labor. All effort so expended is
 or. Today we treat labor as a com-
 modity, under the present system. It
 a thing to be bought and sold. What
 es that do to the laborer? Makes
 a the merchandiser of a commodity,
 isn't it? He is just like the man that
 is sugar and coal and cheese. It is
 everlasting cry of merchants, and
 been from the beginning of time
 will be to the end of time, that the
 n who sells a commodity, always
 es to sell as little as he can for as
 ch as he can get. Did you ever know
 a coal merchant that would sell you
 re than a ton of coal for the price of
 on? I never have.

Take the National Biscuit Company.
 es the merchandiser of a commodity,
 eda Biscuit. When that package
 t came out a number of years ago
 sed to buy it for lunch. I got half a
 nd for a nickel, nice, big, purple
 kage. After they got their market
 ublished, they restricted output. You
 e seen the words in the editorials,
 en't you, "Restricted output"? They
 k a biscuit out of one end of that
 kage and shortened it up. That is
 icting output. And then, when no-
 y was looking, they took a biscuit
 of the other end, and then shortened
 t both ends. (Laughter.) And then
 package didn't look as pretty as it
 before, so they had some new dies
 and they cut the biscuits not quite
 big a square, and restricted output
 four sides of it and at both ends.
 other day I bought a package. I
 ed the clerk to weigh it. I said,
 w much is it?" He said, "Four
 ces." Half as much as I used to get
 a nickel, and it cost me eight cents.
 t is restricting output and boosting
 es, merchandising their commodity,
 ng just as little as they can for as
 h as they can get.

nd we make the laborer the mer-
 diser of a commodity, and he acts
 or the same law, and when acting
 or that law he seeks to restrict out-
 by taking an hour out of a day, and
 tening that package and then boost-
 the price by raising the wages. Do
 hen recognize that laborer as a mer-
 nt acting under the law that applies
 merchants? Oh, no. When labor

does that, it is not a merchant. It is a
 bolshevik.

But the fault does not lie with labor.
 Labor is not a commodity. It never can
 be a commodity. What is labor? As I
 defined it here before, it is all human
 effort extended in human service. We
 have got a deeper definition than that.
 You may call this a religious definition.
 I don't care if you do. I have heard men
 say that you can't mix religion, busi-
 ness and politics. Well, the men who
 say that do mix politics and business
 very readily, but they don't get any re-
 ligion into it because they haven't got
 any. (Laughter.) But the time has
 come now when we must mix religion,
 business and politics. If we don't do it,
 business becomes selfish, politics cor-
 rupt, and religion dies. We have got to
 bring them together.

Here is our conception of labor. You
 will remember that in the first chapter
 of the Book it is written that God cre-
 ated this earth in six days. He worked
 for six days and then He created man,
 and at the end of the sixth day he rested.
 And it is not written that He ever be-
 gan work again. The act of creation
 was completed before that seventh day,
 but the sustaining of life is just as much
 a part of the divine plan as the begin-
 ning of life, and when He created man,
 He created him in His own likeness.
 He gave him dominion over all of the
 things of earth, his own dominion, and
 He gave to him the responsibility, the
 authority and the reward for completing
 the task of creation. So, He planted in
 every human heart and in every human
 mind some spark of His own divine cre-
 ative power that taught men how to take
 the things over which they had domin-
 ion of, and, through the skill of their
 hands and the power of their minds,
 convert them into the needs of mankind.
 Why, from that day to this we have
 been working miracles, greater miracles
 than anything written in the Scriptures.

Why, we were told if we had faith
 like unto a mustard seed we could re-
 move mountains, and we have removed
 them. Where the mountain stood, the
 waters flow, between the Atlantic and
 the Pacific, because we had faith in our
 power. The expression of that power
 to create finds itself only in labor. In
 no other way can it be expressed. Why,
 suppose God hadn't rested on that sev-
 enth day. Suppose He said, "I am
 going to keep on this task of creation.

This is just the beginning. Now, man, you don't need any of my powers. I will create as rapidly as your needs arise," and then suppose eight years ago He had seen that we needed better means of transportation, and in a night He had thrown up these miles of embankment, He had spun the rails out of the mines, and with a thought equipped them, and in the morning when we awoke we would have said, "This is a divine miracle. God created it for human service." Could we have said otherwise? Is it any less a divine miracle because men, millions of men, who use this order which makes them heirs of God, have wrought that miracle?

Isn't it just as much of the Divine plan as though He had done it directly?

Could you conceive of a God who would have wrought that miracle himself and then turned to a little group of men and said, "Mr. Morgan, Mr. Atterbury, Colonel Bug, take these roads that I have created for human service. I give them to you to run. Pay the men who work as little as you can; charge the people whom they serve as much as you can. Keep the difference for your profits." (Laughter.) Can you conceive of a God who would do that? I can't. (Applause.)

Is it conceivable that He should give us the power to do it, that we should turn it over to these men for private profit? Why, that power to create, expressed in labor, in the service of mankind, is the true worship of God, and two thousand years ago, we found in the temple money changers who exacted a profit from every act of worship of the men who would approach, and today we find money changers who exact from every man a profit before he can exercise that God-given power to serve mankind.

I think that ancient money changer sitting at the door of the temple must have looked like Morgan, he acted so much like him. (Applause.) And I think probably some of the little publicans on the outskirts looked like Atterbury and Bug.

We take that creative power of God which we possess. That which is mine, is mine. I received it at birth. It is mine through life; I can't give it to anybody else, I can't sell it to anybody else, I can't part with it until death, then I surrender it back to my Maker. That

power to create is my share in the Divine plan, and we wrap it up in a parcel and sell it across the counter.

In the ancient days that was accorded the highest blasphemy. It is today. And while we permit it to continue, we bear the burden of that sin. That is our conception of labor, our inheritance from God, the power to create, the power to serve our fellowman.

What is the right of labor, what is the interest of labor? That I think is best defined in the very foundations of our government. You know we are taught that government is the association of men together for political purposes. That was not the purpose of the men who founded America. It was their belief that government was the association of men together for the protection of their inherent rights in industry. I know that that is not in accordance with the teachings of political economists, but I am going to prove it to you beyond peradventure.

There were two great men who wrote the foundations of Democracy, the Cavalier and the Puritan, Thomas Jefferson and John Adams. It was their belief that man had certain inherent rights granted him by God, and not given him by government; that government existed to protect those rights, and that the first of those rights was the inherent right of all men to enjoy the gains which their industry produced.

That is the first principle of government, to protect men in the enjoyment of the gains which their industry produces. Now, I will give you the three fundamental principles of Democracy as embodied in the first bill of rights, which underlies all laws, all constitutions, and all American government.

The first principle is this, government is instituted for the common good, for the protection and the safety and prosperity and happiness of its people, and not for the honor or profit of any man, family or class of men. That is industrial, isn't it, for the common good, for the protection of the prosperity of its people, and not for the profit of classes of men. That satisfies my sense of justice.

Here is the second principle: No man, corporation or group of men shall have any title to receive compensation from the public other than that measured by the value of the service they render to the public.

They knew this day was coming, when we would have to grant privilege to the corporations in order to get the best service. All governments have to grant it, but when they grant it, they say, "You cannot exact compensation in excess of the value of the service rendered."

Then here is the third: "The prime purpose of government is to protect citizens in the enjoyment of the gains which their own industry produces." And they know that this day would come, when we would part from this purpose and that our liberty would be in danger? In the last article they wrote, "and frequent recurrence of these principles is absolutely essential to the preservation of our liberty."

There is the suggestion given to us by Thomas Jefferson and John Adams. That is the Democracy for which they fought, for which Washington fought and for which Lincoln died. (Applause.) I have a friend who has just gone to ——. When he gets there I know that is going to happen. He will be asked, "Doesn't capital control all of our industry in America?" "Yes." "Can capital fix the wages paid to the boring man?" "Yes."

"Can capital fix the prices at which the product is sold?"

"Yes."

"That is done under government, isn't it?"

"Yes."

"Then when is the American Revolution coming?"

"Not in a thousand years, because the fault is not due to any fault in our form of government. It is due only to our carelessness in administration, and we are organizing to correct those faults in administration, but the foundations of our government are so sound and so secure that never in a million years will there be an American revolution to overthrow it. (Applause.)

We have had to find a remedy to correct those evils. We must build a new structure, based on this analysis of industry, to protect the rights of these different interests. How can it be done? It takes some time to make that analysis, but it takes a very little while to build all of the plan.

We preserve the corporation as the instrument for co-operation. It is the most effective instrument which the mind of man has ever devised, but we

take the oldest form of corporation, known as a corporation for service, not a corporation for profit. That is the only kind of corporation they had prior to 1820. There was no stock, no capital, no property, no vested interests. Why, they say, "You can't have a corporation without capital." We create capital, this creative effort of men. Isn't that greater than capital?

So, the capital of this corporation is the creative effort of all the men that form the corporation. That is the greatest power men possess, the power to serve mankind, brought together to co-operate under a single management.

We provide for the government ownership of private resources—that is, title to the government. The private interest is to be taken over and valued either by condemnation or by paying a price agreed upon. That is the constitutional method. And the government will issue bonds to provide the means for the purchase, at such rate of interest as will secure their sale at par, and pay the award allowed.

Wall Street says that is confiscation. When they tell you that is confiscation, ask them this: "Wasn't that the way the railroads got their properties, either by paying the price or by condemnation? Was that confiscation if they got it that way?" If it wasn't, how can it be confiscation when we take it back that way? In that way, every investor in the railroad has two interests protected. He is guaranteed his principal by the highest guarantee that any investor can get, the guarantee of the people of the United States, and he is secured his annual returns by that same guarantee, the best that can be given. His interests are protected then. He is a bond holder; a bond holder doesn't want to manage the property; all he wants is security. Bond holders in the railroads don't have any voice in the management of the property so long as the guarantee is made good.

That leaves the operation of these railroads the two interests left, the human interest that produces, and the human interest that consumes. The consumer always wants cheaper and better transportation, and the producer always wants more pay and less effort. Can we combine these two so that they are harmonized? I think we can.

I am probably the most efficient consumer of bread in this audience. I can

eat all the bread I want without wasting any time or any bread. That is efficiency in the consumer.

But what do I know about making bread? Not a thing. I can consume transportation by merely riding in a car, but what do I know about operating a car? Not a thing. I consume transportation when I eat my bacon in the morning because the railroads haul it to me, but what do I know about handling freight? Not a thing. The consumer is necessarily unskilled in all the processes of production. As a consumer he is merely satisfying his inherent needs, desires, appetites. It takes no skill to be a consumer, but the production side of every industry is purely a matter of technical knowledge, skill and efficiency.

As a consumer I am merely satisfying a need. I am born with that. I don't acquire it, but technical skill and efficiency are not inherent. They are acquired. Men can only acquire them through sacrifice, study, experience, suffering.

Now, men do not willingly make a sacrifice unless they are assured a reward commensurate with the sacrifice they make. If I want cheaper and better bread, there is just one way I can get it. Have the skill and efficiency of the man who makes that bread increased so that he can furnish me better and cheaper bread. Well, if I want that done, I must agree to reward his increased skill and efficiency at least to the extent of the service he renders to me in furnishing cheaper and better bread.

So, we have got these two human interests, the consumer's interest and the producer's interest. How are they to be served? We take this corporation for service and not for profit. It is controlled by a Board of Directors in the usual manner. It must represent these two interests, one, the consumer, and the producer. Both of them having guaranteed the capital used, we provide that one-third of the Board of Directors shall represent the public, the consumers, one-third represent the management that has the authority and responsibility for production, and one-third represent labor, the effort that supplies the service. Somebody says, "That is a great scheme. You have the public buy these railroads and then turn them over to the management and the men to op-

erate to get all of the profit they can out of it." Well, if we did that—if we did such a thing, that would be a very proper objection, but we do not do that at all. We do not turn it over to the public to manage because that would be placing in the hands of the unskilled the responsibility and authority for directing an industry that must be directed by the skilled, the competent, but we have the public, the consumer, represented there for two purposes. First, so that it is in the heart of things to know that there is honesty, no concealed contracts, no Pennsylvania-Baldwin locomotive gifts without the public knowing it. Second, so that if there should be a difference of opinion between management and men, and they were equally divided, the umpire then is the public and the public has only one interest, increased efficiency, and it becomes a safe umpire between the judgment of two skilled men, for it is impossible that both management and men who have all of the skill that there is in the industry should be wrong. One may be a little better than the other, but they are both right, and then the public decides which one's course shall be followed. That is what the public is there for.

Now, the public is to be protected in price and quality, management, men, in the enjoyment of gains which their industry produces. How do we accomplish that? We direct the Interstate Commerce Commission to supervise the methods of accounting as it does now, only then it does really supervise, prescribes how the books shall be kept. We tell them how to fix the rates. They never have known before. It has guessed at it. We give them a formula so that it doesn't ever have to guess what the rates shall be. They can tell exactly. It does it in this manner: Having the charges on the books, at the end of the year it takes and makes up a balance sheet. On one side of that sheet, volume of traffic measured to an ounce, so many hundreds of millions of ton miles of freight, passenger miles, mail, express, telegraph, telephone, all of the other activities of this transportation system, measured there to an ounce. There is your volume of traffic on this side, the cost of everything on that side, wages, maintenance, taxes and insurance, sinking fund, interest on the outstanding bonds; there is your

cost, a known cost, a known volume. Now, fix the rates at that level which applied to that volume will produce that cost; no guess work about that. It is a mathematical calculation.

Now, we have the public protected in costs, haven't we? How are you going to protect the management and men in the enjoyment of gains which their industry produces? That is the next step. When we say to the men that are operating this railroad, there is what it did last year this property was turned over to you. Now, we will give you a perfect instrument for operation. One corporation instead of two thousand, unified motive power, equipment, terminals, ship by the shortest line, not by the most round-about; we will do away with the cost of inter-corporate accounting. Take this capital of your corporation, this creative skill of the men who compose it, cut out all the wastes that you find existed last year, devise new and better methods of operation, create better devices, and next year, when the balance sheet is struck, and this cost of operation for the given unit of traffic has been reduced from last year's figure to a new level for this year, the saving between those two levels absolutely and accurately measures your increased efficiency. The value, the increased value of your service to mankind. Now, one-half of that increase or that saving shall be distributed amongst you as a dividend on your payroll, an added dividend on your investment of human effort. The other half of that saving belongs to the consumer for his half of the industry should be and must get the benefit of it. Of course, it cannot be returned to him, but the Interstate Commerce Commission shall then reduce the rates the next year by that half of that saving.

Again, we have protected the public price, haven't we? Now, how about quality? The amount of that saving is the treasury of this company. It must be used for public benefit. That is that little margin of profit that supplies the new capital to meet the expanding demands of the industry. It shall be invested to increase the plant facilities so that the same men with the same effort can the next year produce more service or the same service at less cost.

At the same time the men are themselves furnished better tools, better

equipment, the means to carry out this inventive genius which they possess for public service. That protects the public in quality. In that way we have increased the earning power of the men engaged in production by an amount exactly equivalent to the value of that service they have rendered to the public. We have also increased the purchasing power of the dollars that they get through that decreased cost of living which comes from a reduced cost of transportation.

There are the principles of this way out of that remedy. Now, let me check it against the fundamental principles of democracy. For the common good, for the good of the producer and the consumer alike, and not for the profit of any class of men. Checks on that doesn't it?

The second principle, no man, corporation or group of men shall be entitled to receive more compensation from the public than that which is measured by the service they render to the public. The compensation you receive from the public is then measured exactly by the value of the services you rendered. It can't be less. It can't be more.

Here is the third principle: The prime purpose of government is to protect its citizens in the enjoyment of gain which their industry produces. You do enjoy the gains which your industry produces and you do it through this instrument of government, this corporation under which the industry is conducted.

We have returned to the fundamental principles of democracy which means that we have put into actual practice the teachings of Christ. We have made practical the working the Golden Rule exactly as stated, but with a little modification of the way in which the ministers have presented it. Love your neighbor as yourself, but make him love you that way too. (Laughter and applause.)

That is practical application. Now, I don't care about the details of this plan, but the principle of it—the principle of it is democracy. If this is the day of fulfillment, aye, for untold generations we have been reaching the day when it became possible to make true the promises of democracy. My friends, you can't do anything without organization. All that you have accomplished in the twenty centuries of his era has been ac-

complished through organization. (Applause.)

The church is organized religion. The state is organized government. The schools are organized religion, and labor is organized human efforts, your organization. Out of these organizations have grown the demand for this restoration of democracy and through your organizations we have perfected an organization to realize democracy.

I was down in Alabama a little while ago and I heard a story. I am going to tell it to you. I have told it so many times that I am ashamed of it, but it illustrates the point so well that until I get a better one I am going to keep on telling the old one.

There was a northern drummer in that territory who found he had to make two towns about twelve miles apart where there was no railroad, and so he hired an old colored driver to take him across, and he had an old buggy and a white mule, and a blacksnake whip, and he was very expert with this whip. He had reached the highest degree of efficiency in the handling of that whip, and as they drove along a grasshopper lit on the flank of the mule, and he picked the grasshopper off and the mule knew nothing of it, and a little later a horsefly lit on the mule's ear, and between twitches he took that horsefly off, and the mule never knew where it went. Well, this drummer was astonished at that expertness. He drove along and he came under the branch of a great big tree, and there was a big hornets' nest, one of these paper hornets' nests hanging down, and the hornet on the top of it, and the drummer said to this driver, "Here, you are so slick with that whip, pick that fellow off." The driver looked at him with the utmost disgust and he said, "Why, boss, that grasshopper, he was just a grasshopper, and that horsefly, he didn't have any friends, but that boy, he is setting on his own porch. He has got his gang behind him and they're organized." (Laughter and applause.)

Now, if you would escape the sting of the lash of privilege, organize. Don't be a grasshopper or a horsefly. (Laughter and applause.)

And no organization today can be effective without its paper house and we have a paper house owned by these organizations, published in Washington, "Labor." (Applause.) It is human ef-

fort expended in human service, that kind of democracy.

Why, my friends, when Rea sent out his statement on the 17th day of April, it was published in every daily paper in the United States.

And when William Johnson sent out his reply of reinstatement two weeks later, not a paper in the United States carried it except "Labor." (Applause.)

Old Thomas Jefferson had never heard the phrase, "The Kept Press." He had a better phrase than that, "The lying and licentious press." Doing it just for the fun of it, he knew what he was talking about. The lying and licentious press.

Why, my friends, we have been taught, we believe, that God is omniscient. He sees everything. He knows everything that happens anywhere. With the wireless telegraph, the telephone and the press, we almost know everything that happens anywhere within a day of its happening; that is, we share in that omniscience, but between us and our knowledge stands the press and the censors of the press, who deny us the knowledge of the things that they don't want us to know. You can't have effective organizations, you can't have intelligent action, without correct information, and it is the purpose of "Labor" to supply the men of these organizations first, and the public next, with their right to human omniscience, to the knowledge of facts and things as they actually transpire; to be the one instrument in America that makes available that right of all men to information as it exists. We publish this every week in Washington. We tell you what is happening as it happens; not the way the interests want you to think it happens. You get the real news. It is our greatest instrument for democracy.

Do you believe in these things? Have you this vision of the future? Can you avoid your responsibility in supporting this movement? Aye, you can't do it. The engineers and your officials, your great officials, have been the first at all times to see that this went on, and the organization of engineers must stand first in this movement as you stand in the banking movement, and you stand in the laboring organizations of the world.

Labor, the organizations of labor are banded together today to accomplish

at which the war failed to accomplish,
to make the world safe for democracy,
and this is the way it shall be done.

Oh, my friends, men whose hands guide the commerce of the world, this is the day of fulfillment. This is not a political campaign. It is a crusade, a crusade of all men, to re-establish liberty and freedom in the world, and joined in that crusade, marching shoulder to shoulder, are these organizations, the engineers, the firemen, the telegraphers, aye, the plumber and the barber, and between all of the others, marching to the glory of the new day, and out in front marches that mystic figure of the greatest workman of all ages, the carpenter of Nazareth. (Great applause.)

**rs. E. M. Cassell, President G. L. A.,
Addresses the Convention**

Brother Stone, Grand Officers and members of the Grand International Division of the Brotherhood. I have come before you for just a few moments at the request of our delegation to tell you a few things that we have done and that we hope will meet with your approval and also to ask a few things of you that we hope you will help us in.

In the first place, we want you to know what a splendid Convention we have had, and we feel that we have done a great many things that you will approve of, and I will just tell you a few of them, because we want our Brothers to know—I find that many of the Brothers of this Grand Body, and the Great Body of the Brotherhood, do not know much about their Auxiliary, and we feel that the women can be a very great factor in making your order successful. That is, we can use our influence, as wives, to have our Brothers remain loyal to this splendid organization that has done everything for us as wives and mothers, and we want you to know we do appreciate it, and we want our women to stand shoulder to shoulder with you men in every good thing that you propose. We want our men to carry more of your insurance; we want them to take out your pensions; and we are using every influence with the younger women who will benefit those to use their influence with the husband in doing these things that we think that they should do.

Another thing, Brothers: I believe

that with our influence with the women, that your Division meetings will be better attended after this Convention. (Applause.)

We have told our women it is their duty, almost the greatest duty they have, that they would urge their husbands, when they are in off the road, and it is meeting day, even if they are tired, and if the wife would like to have them at home, we have told them that it is their duty to urge their husbands to attend the meetings so that they will know what is going on, and so we feel that our influence will be extended in this way.

Now, we want you Brothers to know that at this Convention we have started another fund. You know, we are great on charity, and where you Brothers leave off, we begin. We do the things which you do not do and cannot do, and we have started a fund for our old ladies, the wives of your old veteran engineers that have reached the age of seventy years, some of them eighty years old, and have no homes whatever. We have been helping them from what we call the Relief Fund, but we are going farther than that. We have started a fund to provide homes for these old ladies, and I am sure you will approve of that. You would be surprised how many of them we have.

You know, our older men did not have these opportunities offered them that you are offering the young men of today, and we are so glad that you are doing this so that soon there will be no occasion for these people to be destitute, but in those days way back there, you know the old man was not offered very much, but they took all they could, probably, but if a woman lives to be seventy or eighty, and that little money she has is all gone—we have about twelve or fourteen of them that really need homes, so we started yesterday, and I am proud to say that we raised eight thousand dollars to start with, without any effort whatever. (Applause.) Then, we have this orphan fund that they used to call the Silver Anniversary Fund. At my request they have changed the name of that fund so that no Brother and Sister can ever tell me again that they never understood—they thought the Silver Anniversary Fund meant that we were raising the fund to have a good time on some day, and here all the time that fund has been working for your

young widows and orphans. Now, they are your widows and orphans of the B. of L. E., and we want you to know how we are trying to take care of them in our small way. This has been in existence for quite a few years.

We had twelve widows with forty children in that fund that were pensioned every month of the world. Then, we have had requests, and we expect to put them on at the Council meeting to-night, eight more widows with twenty-four children, which will make twenty widows, and I think about sixty children that we are going to pension and give them a certain amount of money every month of the world, so we want you to know that your Auxiliary is not idle. I believe that we are the only Auxiliary of the Trainmen's Orders that are doing these things. We are in it for the good we can do while we are living, and for the benefit that we can be to the B. of L. E., which should be the nearest and dearest to us of any order in existence.

So I came to you to tell you this, and then our women are very much interested in this pension. They are very anxious that it should be extended on to the widow while she remains a widow. I understand that the question is to come up before you, and while many of us will not benefit by that whatever, we are so glad that the others can benefit by it. You know if you only live for selfish purposes, you are not living to a very good advantage.

We want these younger people to have that advantage for themselves, and we want them to get all of the things they can because, Brothers, when a woman is left without support, when her husband is gone, and she has to depend upon her exertions, it is a mighty hard thing to do, so that we want to help these other women and help them all that we can. While we are doing all that we can for the Brotherhood, as far as that is concerned, we want you to extend your charity and if you find it possible, we want to extend that attention on to the widow while she remains a widow, and we hope that you will fairly consider it and I say if it is possible—you men know your own business best, of course, but I was asked to come before you and asked to tell you that we are very much interested in that question, and then the other one is this: That if it is possible you make a law or so fix your laws that if there

is a Brother in this Brotherhood, and we know there are many because I have run across some of them, that really has no one to leave their insurance to; that is usually the case with an older man and he has, maybe, carried that insurance for years and he doesn't just care to drop it, and yet he has no one, no blood relation to leave it to, and he doesn't want to leave it to a charitable institution, as your laws say that he may do, if it is incorporated, and I have been told there are a number that would gladly leave it to the Auxiliary for the benefit of this Orphans' Fund.

Now, these widows and orphans are the widows and orphans of the B. of L. E., for no one can join our Order but the wife of one of these men, and if you could find it possible to overcome the law in such a way that you can stretch it and have it so that they could leave their insurance to our Auxiliary for the benefit of our Orphans' Fund, I assure you, we will appreciate it more than I can tell you. I don't know if this will be possible. I talked with Brother Futch and had a resolution sent in to that effect, and I hope the resolution was presented, and if it was, I hope you will give it your earnest consideration, and I believe that Brother Futch is in favor of it, and if there is such a thing that you can overcome the law or have the law so changed that you can do this, we believe you will do this, and in that way you will be helping us care for these twenty widows and sixty orphans that we are going to try to take care of.

Now, those are the only two things I think that I want to ask of you and to tell you of the good things we have done during this session, that we want your approval of, and we want to assure you that at all times this splendid Auxiliary, which is your Auxiliary, stands for the B. of L. E., first, last and all the time.

I thank you. (Great applause.)

Resolution Passed by Third Triennial Convention Favoring Division Savings Clubs

RESOLUTION

To the Delegates Assembled Third Triennial Convention:

Since the Brotherhood of Locomotive Engineers has established a bank, known as the Brotherhood of Locomotive Engineers Co-operative National Bank of

Cleveland, in the interest of its membership and the laboring classes generally, and since the benefits that could be derived by the membership of this organization through patronizing the bank are inestimable, and since members as a whole should lay by a little of their earnings in the bank, therefore, be it

Resolved, That it is the sense of the Delegates in Convention assembled that each Division of the B. of L. E. should organize a Savings Club, with the aim to bring each member to open an account and to deposit a stated amount per month. Be it further

Resolved, That a copy of this resolution be forwarded to each Division of the organization over the signature of the Grand Chief Engineer, together with other information explaining the possibilities of the bank and the benefits that the membership will receive through patronizing their own bank, with request that such resolution be read at the next three meetings of the Division.

(Signed) J. HERB. McILVENNY,
Div. 565.

Grand Chief Stone Pins Honor Badge on Brother Thomas Duffin in the Convention

G. C. E.: Brothers, while they are taking up the password, I want to take this opportunity to introduce to you Brother Thomas Duffin, of Div. 745, an old Pennsylvania engineer. He is about eighty years old, I guess. Eighty years young, I guess, would be better. They threw him on the scrap heap at seventy, retired him, but he would not be retired at seventy. He gave them fifty-one years of service as white as snow and there is not a single mark against his record, and then he came into the Grand Office, the office of Brother Futch, and rounded out ten years, and he is still hail and hearty, and I hope he will last out twenty or thirty years more. (Applause.)

It is always a pleasure to honor one of these old Brothers and, Brother Duffin, I take pleasure in pinning this badge on you, conferring on you the badge of forty years' continuous membership in the organization. (Applause.)

Thomas Duffin: Brother Chief and Brothers: I feel it is a great honor to have this badge pinned on me. I don't think there is any greater honor that could be conferred upon a Brother. In this case, I had to live a good life to get

it. In the first place, I would like to say a few words about engineers. I believe that engineers live long because they live a good and decent life; they live good lives. I think some of them will live a good while longer since we don't have the saloons, unless they get raisin jack.

I don't know as there is anything more to say. I have always tried to do my duty by everybody and my record on the railroad was good; not a mark against me.

I thank you, Brothers. (Applause.)

Brother W. B. Prenter, F. G. E., Honored by Convention

The following resolution was adopted by the Third Triennial Convention as an expression of the appreciation of the body for the faithful and efficient service First Grand Engineer, W. B. Prenter, had rendered during his twenty-five years service in an official capacity in the Brotherhood, and we are confident that the resolution not only expressed the sentiment of the convention, but that of every member of the B. L. E. as well.

The resolution, with remarks by Brother Prenter, follows:

Cleveland, Ohio, May 17, 1921.

We, your Committee appointed for the purpose of drafting a suitable resolution in recognition of the twenty-five years of service to this Brotherhood by First Grand Engineer W. B. Prenter, report as follows:

In consideration of this long and continuous period of faithful and efficient service, ask this Grand Body to extend a rising vote of thanks to Brother Prenter and that a copy of this resolution be spread upon the minutes of this Convention also the Editor of the Journal be instructed to publish the same in current issue

(Signed)

J. L. KELSEY, Div. 644.

J. A. JAGOE, Div. 132.

G. O. BARNHART, Div. 443.

F. A. BURGESS, Div. 78.

A. G. C. E. Wills: What will you do with the report of your Committee?

Delegate from Div. 79: I move it be adopted as read.

Delegate from Div. 167: Second the motion.

A. G. C. E. Wills: It has been regularly moved and seconded that the re-

port of the Committee be adopted as read. All in favor will manifest it by the usual sign. Down. Contrary, the same sign. (Applause.)

Brother Prenter, it affords me very great pleasure to say to you that this Convention confers upon you a rising vote of thanks. Brothers, be seated.

(Cries of, "Speech.")

F. G. E.: Brother Grand Chief and Brothers, appreciating the fact that we have a whole lot of business to transact, I am not going to make you any lengthy speech now because I going to make a dozen speeches before you get away from here, but I want to say to you that it was absolutely unknown to me that you were going to do this, and I appreciate it because of the way in which it has been done, and I appreciate it from every standpoint possible.

I said to you, in making my report to you this time, that I felt proud that God Almighty has permitted me to live for twenty-five years to serve this Brotherhood in an official capacity. My whole life has been spent with the Brotherhood, forty-one years now, and I have been an officer since the first three months after I was initiated, a record that I am proud of, and I have said to you also in my report that I have always tried to appreciate the confidence that you have reposed in me, and the best way that I could demonstrate it to you was to give you the very best that was in me, and I have tried to do that, and I am going to continue to do that (Applause) as long as I live that is, if you will let me. (Laughter.)

I say though honestly and sincerely, I have no other motive in life but to continue working for this Brotherhood. I have no motive in life but to help to continue making it the success it is now, and I hope that I will be spared for some time to do that, if you want me. (Prolonged applause.)

Would Repeal the Excess Profits Tax

To the Officers and Members of All Divisions in the United States.

April 22, 1921.

Dear Sirs and Brothers:

A well financed lobby of big financial and industrial interests is working upon Congress, thru the press and a nation-wide campaign, to have Congress repeal the excess profits tax, reduce the rate of taxation upon large incomes, and

levy a sales or turnover tax to yield \$2,000,000,000. Most of this \$2,000,000,000 would be paid by the working people of America, on the farms, in the cities, mines and transportation, and it means an average tax of \$95.00 for a family of five. Since every person who pays the tax on every handling of the article adds his profit, the real cost to the ultimate consumers of such a sales tax will be at least double the actual tax which the government gets—or an average cost of nearly \$200 for a family of five.

The sales or turnover tax cannot be evaded by the consumers. It bears most heavily on those with the smallest income. It violates the fundamental tax principles of ability to pay, by making those least able, pay the largest amount proportionate to their income. Some people who do not understand this tax are writing Congress in favor of it.

Please immediately write or telegraph Chairman Joseph W. Fordney of the House Ways and Means Committee, Chairman Boise Penrose of the Senate Committee on Finance, both your United States Senators, and your Congressman, asking them to work and vote against every sales or turnover tax and to work and vote for high progressive taxation of large incomes, estates and excess profits, which, with other taxes now in force, will yield all the revenue the government needs. Address them all Washington, D. C.

We hope every Division will give this prompt attention, because it means much to the workers, and means increased taxation for you.

Fraternally yours,

W. S. STONE, G. C. E.

Resolution Adopted by Third Triennial Convention

"Whereas, There is at present no authoritative and reliable source of information relating to the subject of immigration and its varied phases, and

Whereas, This subject is one that has an important if not a vital, bearing upon our domestic affairs, our international relations, and upon our future national welfare, and

Whereas, Incorrect and dangerous conceptions of immigration result from the publication and dissemination of unrelated facts, unanalyzed statistics, and of unreliable, untrustworthy and prejudiced statements, therefore, be it

Resolved, By the Third Triennial Convention that the President of the United States and our Senators and Representatives in Congress be and they hereby are requested and urged to take such steps as may be necessary to provide for an adequate official study of all phases of the subject of immigration, to the end that there shall be made available authoritative information upon which an intelligent public opinion may be formed and appropriate legislation may be based."

Grand Chief Stone's Position on the Open Shop Made Clear

The following correspondence, which is self-explanatory, recently passed between the Cleveland Chamber of Commerce and Grand Chief Stone. The letters in their original form are reproduced here.

THE CLEVELAND CHAMBER OF COMMERCE

ALEXANDER C. BROWN, *President*
PAUL HOWLAND, *First Vice President*
E. C. COLLINS, *Second Vice President*
ALLARD SMITH, *Treasurer*
MUNSON HAVENS, *Secretary*

May 31, 1921.

Mr. W. S. Stone,
City.

Dear Sir:

You recently received from The Cleveland Chamber of Commerce a request to state your opinion in favor of, or against, the re-establishment of the Open Shop in Cleveland's building industry. We have not received your reply.

Please fill out the enclosed reply form and mail immediately.

We are making it as easy as we know how for you to tell us where you stand on this proposition.

Our only purpose in making this request of you is to secure as representative an expression of opinion as possible from the Cleveland building public.

We believe you are sufficiently interested in this matter, of vital concern to the public, to avail yourself of the opportunity to express your views.

Please give this matter immediate attention.

THE CLEVELAND CHAMBER OF COMMERCE,
Alexander C. Brown, *President*.
Munson Havens, *Secretary*.

ENCLOSE THIS FORM WITH YOUR REPLY

(1) Do you favor the re-establishment of the Open Shop in Cleveland's building industry?

Answer: No.

(2) If the Open Shop is re-established by representative Cleveland contractors, will you support this policy by inserting an Open Shop clause in contracts for your future building construction?

Answer: No.

Remarks: On the building the B. L. E. proposes to build a clause will be inserted in all contracts that only members of Labor Unions will be employed.

My position on this question is well known and further remarks are unnecessary.

(Signed) WARREN S. STONE,

(Address) 1116 Engineers Bldg.

June 6, 1921.

"Evil Motive in Labor Banking"

"The numerous hazy but ambitious projects to launch 'co-operative union labor banks' are not only undeserving of public approval but should be condemned as subversive to legitimate banking conduct and dangerously antagonistic to democratic American principles. The plea of the promoters that such enterprises are primarily intended to supply laboring people with banking accommodation, which they claim is now denied them, is obviously misleading and hypocritical. No country in the world possesses so many banking institutions, conducted upon the broadest lines of service, as the United States.

"One of these 'labor bank' enterprises is a proposed Producers' and Consumers' Co-operative Bank which is to have an authorized capital of \$100,000,000, divided into 5,000,000 shares at a par value of \$20. The plan is to operate this bank with branches in fifty industrial centers, not under a corporate charter, but under a deed of trust and to be under the management of a board of trustees. The men back of this project are professional promoters who seek merely personal gain.

"There are other 'union labor banks' as well as 'trust companies' in contemplation to 'corral labor resources for the advantage of labor unionism.' IT IS TIME FOR BANKERS' ASSOCIATIONS AND LEGISLATURES TO TAKE COGNIZANCE OF SUCH VICIOUS PROMOTIONS."

The above quoted article from the *Trust Companies* for May 1921, one of the high grade publications of the Finan-

cial World is reproduced to show you how bitterly the financial interests resent the intrusion of Labor Organizations in the banking field.

Note particularly the closing sentence. (The capitals are ours.) Labor, according to their creed, has no right to be anything but 'hewers of wood and drawers of water.' This theory, along with that of the "Divine right of Kings" belongs to the dark ages. Labor has the right to organize banks, to conserve its energy, to handle its own resources and have a voice in the industrial, economic and financial affairs of this country. It has the power in its hand to elect those who sit in the Halls of Congress and in the State Legislatures, and see to it that they enact laws that will give to labor a "square deal."

That Labor can and will do this, in the future, is as certain as the fact that Labor Organizations, in some form or other, called by some name or other, are here to stay and are a power that will have to be reckoned with in the coming years.

W. S. STONE, G. C. E.

The Outlaw Strikers

Perhaps no one section of the Convention attracted as widespread attention as the action of the G. I. D. in convention assembled on the question of the suspended charters of Divisions 148 and 157 and the conditions arising from the illegal strike of April, 1920. We quote below the report of the Committee which was unanimously adopted:

"Cleveland, Ohio, May 23, 1921.

To the Officers and Delegates of the Brotherhood of Locomotive Engineers in Third Triennial Convention assembled:

We, your Committee appointed to investigate the actions of the Grand Chief Engineer in suspending the charters of Divisions 148 and 157, and also the conditions arising from the illegal strike of April, 1920, beg leave to offer the following recommendations:

First—That the action of the Grand Chief Engineer in suspending the charters of Divisions 148 and 157 be sustained, and their charters never be restored.

Second—That no Division, General

Committee of Adjustment or Local Committee be allowed in any way to take any action to secure the restoration of seniority of any engineers who lost such seniority through being implicated or in any way taking action in the said strike, except after thorough investigation by a Grand Chief Officer, and subject to the approval of the Advisory Board.

Third—That reinstatement into the Brotherhood of Locomotive Engineers be left to the discretion of the Local Division under the direction of a Grand Officer and subject to the approval of the Advisory Board.

Fourth—That a time limit of September 1, 1921, be set as the extreme date at which such suspended members may make application for reinstatement to membership in the Brotherhood of Locomotive Engineers.

Fifth—After the ultimatums be given a seniority as between themselves in the same order as their names appear on the seniority roster previous to the illegal strike, but back of the men who remained in the service or were hired or returned to the service before the ultimatum expired."

For your information, we might advise that this entire question of the outlaw strike, and conditions growing out of it, was referred to a Special Committee of ten who held hearings for some fourteen days and interviewed over two hundred witnesses and then brought in a report signed by the entire Committee.

The report is so clear and clean cut that it requires no explanation. We wish to advise, however, that it is our intention to assign a Grand Officer to visit the places where these charters were suspended and other points where questions arose in regard to the outlaw strikers and the Grand Officer will remain on the ground long enough to make a personal investigation of each of the cases and he will make recommendations to the Advisory Board for their approval before any action can be taken by the Local Committee.

You will note that they have until September 1st to make application and become members in good standing and prior to this time Grand Officers will handle these cases.

This for the information of all concerned.

W. S. STONE, G. C. E.

**Brother H. P. Daugherty, A. G. C. E.,
Discusses Wage Question Before U.
S. Railroad Labor Board**

Mr. F. W. Sargent, in behalf of the Chicago North Western Railroad, but also speaking for the lines operating in the same territory as that road, went before the United States Railroad Labor Board on June 6th, to show reasons why the wage award of that body granted in July, 1920, and retroactive to May 1st, of that year, known as Decision No. 2, should be eliminated.

Mr. Sargent said he based his claim upon the reduced cost of living, which contention he supplemented with charts and other exhibits all shaped to dovetail into his argument.

He stated that the average annual compensation of engineers in 1913 was \$1,771 and that by 1917 it had increased to \$2,452, was increased in 1919 to \$2,935 and in 1920 it went up to an average of \$3,600 for all classes of engineers.

Mr. Fitzgerald Hall, General Counsel for the Nashville, Chattanooga and St. Louis Railroad, following along the same lines, offered a specific statement before the Labor Board which affords the best gauge to the dishonesty of the claims of the railroad representation, when he made a comparison between the salaries of public officials and railroad employees. He cited the case of the Judge of the Supreme Court of Tennessee receiving \$5,500 per year and "the pay of the engineer" on the Rome Branch of the N., C. & St. L. Railroad—18 miles long—who, he said, gets \$5,997.04 per year.

Investigation conducted by the Grand Office disclosed the fact that the engineer referred to on the Rome Branch of the N., C. & St. L. R. R. makes \$281.06 per month of 18 days, which totals up \$3,372.72 per year, while the extra man who completes the month, working 12 days, receives \$188.06, a total of \$469.85 per month, or \$5,638.20 per year for both engineers. The run has a spread of 14 hours on the Rome Branch run so it could not be expected that one man should handle the run, nor was it done in this case.

So it is plainly evident that Mr. Fitzgerald Hall, with a disregard for truth that is characteristic of his class, had prepared his statement for public consumption rather than for the information of the Labor Board. He knew, and

the members of the Board knew, that his statement was a distortion of fact, but it served a purpose, for immediately the editors of the subsidized press heralded his statement broadcast to create the impression on the public mind that the engineers were a much overpaid class, and that commercial readjustment and national prosperity hinged upon a deep cut in their wages, and that of all other railroad employees.

As a further illustration of the methods employed to discredit the workers, we quote an editorial in the Toledo Times, issue of June 19, 1921, stating that the engineers on a certain branch run received \$371.92 more than the Governor of Tennessee, but it failed to add that the Governor was allowed \$3,500 for expenses and a mansion to live in, rent free, in addition to his salary.

The foregoing will give the readers an idea of the measures that were employed by the railroad representatives to distort the facts, and the nature of the obstacles the representatives of labor on the firing line had to contend with in presenting the employees' side of the case.

**STATEMENT OF BRO. H. P. DAUGHERTY
Assistant Grand Chief Engineer, Brotherhood of Locomotive Engineers,
Before the U. S. R. R. Labor Board**

Mr. Daugherty: Mr. Chairman and gentlemen of the Board: I am not going to take up very much of your time. We will rest our case largely on what was said at the former hearing, and I will ask you to consider what Mr. Stone said to you at that time, which will be found on pages 853 to 866, inclusive, in volume 2 of the hearings.

Mr. Sargent, in presenting the Chicago & North Western's case the other day, in presenting an exhibit, said: "It will be noticed, for instance, from the tabulated statement attached that the average annual compensation of engineers in 1913 was \$1,771, that in 1917 this had increased to \$2,452, that in 1919 this increased to \$2,935, and in 1920 it increased up to an average of \$3,600 per year." And he said, "Of course, this is the average of all classes of engineers, which, as shown upon the tabulated statement, is a percentage increase from 100 to 203."

Rather a startling statement. I knew it was not correct. I questioned Mr. Sargent about it, and he said their ex-

hibit showed how they reached that conclusion.

I went to considerable trouble in going through the mass of stuff that has been filed by the railroads with the Secretary of your Board, and finally got hold of a copy of what I presume is the tabulation that justified him in saying that the average annual compensation of the locomotive engineers on the Chicago & North Western Railroad was \$3,600 a year.

There is nothing in it, nothing to show how they secured their figures. I have some knowledge of how those things are done, and I wanted to find out if



BRO. H. P. DAUGHERTY,
Assistant Grand Chief B. L. E.

they could substantiate what they had done. There are many ways to reach totals. I think Mr. Stone referred to figures not lying, but that liars could figure.

Just as an example of what will be done by carriers in preparing exhibits of this character, on one division of a certain railroad the timekeeper was requested to furnish information as to the earnings of employees on that division. An overburdened time force on the railroad, if you please, did not have the time to go through their records and their payrolls, and they picked out a certain few engineers and a certain few

firemen and conductors and brakemen and others, and got their monthly earnings, and multiplied it by 12, and then divided it by the number of engineers in service, and that was the average for all locomotive engineers in that territory.

Now, in regard to this, after I glanced over it, I did not take the time to run out the figures, because it is not necessary to show that the compilation is absolutely worthless.

Just, for instance, in 1918 they show a total of 1,844 engineers were paid \$5,094,521.09; the average annual compensation was \$2,700. While in 1920, after the figures he quoted, they had 2,037 locomotive engineers and paid them \$4,892,904.77, yet the average annual compensation for that year is shown as \$3,600.

Now, I don't know where they got the figures and I don't know how they got them, but I knew they were not correct and I went to the trouble to pick out that exhibit and see whether there was anything in it.

Mr. Hall, I think, of the N. C. & St. L., in presenting the case for that railroad—I think we may call it spectacular—referred to or compared, rather, the earnings of locomotive engineers and other train service men with those of the ministers and the college professors and judges and governors. The idea may have been original with him; I don't know. But I just wondered at the time he was stating it, if he had not taken a page out of the book of the Western Managers in 1914, when they combed their payrolls with a fine tooth comb and out of some twenty-seven thousand or twenty-eight thousand engineers found that thirteen of them were earning somewhere above \$300 a month.

They immediately handed that out to the press and it was carried in big headlines all over the country, creating the impression that was the average salary of locomotive engineers and they said it was greater than the salaries of the governors of seven states. I guess those figures were correct, but they did not say anything about the thousands and thousands of engineers who were earning less than \$100 a month—and there were thousands and thousands of them who were not earning more than \$100 a month at that time. What they did was they picked out a few high spots with the hope of creating the impression on

the public mind—of course they did not fool the arbitrators because they understood it was for public consumption, and I think the statement the other day was made for public consumption.

Mr. Baker: Have you the correct average?

Mr. Daugherty: For the Chicago & North Western?

Mr. Baker: No, for the class of men that Mr. Sargent referred to.

Mr. Daugherty: No, sir.

Mr. Baker: I mean the average earnings for engineers who worked a full month.

Mr. Daugherty: No, sir; I have not the least idea. I have seen so many figures prepared on that subject that have brought different results that I have no confidence in any of them.

During my time with the Railroad Administration I saw many figures absolutely correct according to the authors, but the other fellow had a different story to tell. Another thing, I question the number of locomotive engineers as shown in this statement. An examination of that table, I think, will convince anybody that there is something radically wrong. I do not accuse Mr. Sargent or the Chicago & North Western of purposely misleading the Board, but there is something wrong with it. The figures for the number of engineers do not correspond with the amount of business handled at that time—that is, the increase and decrease of the number in service at that time. The figure showing the \$3,600 average covered April and May of 1920. That was during the period of the outlaw strike and I do not know whether that is intended for the average for the year or not. All it says is 4-30 and 5 and first, 1920. It might have been that period between 4-30 and 5-1st.

In presenting the case for the railroads their representatives have stressed but two of the elements that the law directs the Board to take into consideration—the cost of living and wages in other industries. The wages in other industries, so far as the locomotive engineers are concerned—there is nothing to compare them with although our friend from the North Western, Mr. Sargent, who is here this morning, I guess, mentioned them.

Mr. Wharton: Mr. Palmer from the North Western Pacific.

Mr. Daugherty: No, Mr. Sargent from the Chicago & North Western. He mentioned them in connection with street car motormen. Now, mark the distinction. I do not say he compared them with street car motormen, because he afterwards said he was inclined to think that the engineer required more judgment, etc. I am very sure that Mr. Sargent would not want to entrust his loved ones and one of their passenger trains if he knew that the man in charge of it was a street car motorman. I do not want to create the impression that a street car motorman could not qualify as a locomotive engineer, but he could not handle a passenger train today without training and experience, and it requires years and years of it. The mere fact that the railroads will not promote a fireman until he has had a given number of years of experience to an engineer, and the fact that on all railroads, or practically all railroads, they have restrictions which will not permit the young engineer to handle a passenger train, shows that the operating officials do not have the same view of the situation as their counsel.

As to the cost of living, as Mr. Stone told you at the former hearings, our organization never has argued that the cost of living was a factor in fixing the wages of locomotive engineers, and he did not, during the period of high prices, argue that way, because, as he has said, the cost of living, when you get beyond a mere existence, is just what the individual chooses to make it. What our men ask for, and what they feel they are entitled to, is the right to earn sufficient to live decently according to American standards and to be able to educate their children and make something of them.

I do not know that there is anything further I want to say except this, that in my opinion, gentlemen, the question before you is not one of a mere existence for the railroad employees. It is a larger question than that and affects the whole people, and the men cannot live and do things that they should be privileged to do on an amount just sufficient to keep body and soul together and it is not as important that the bond and security holders earn their interest and dividends as it is that the employees of the railroads have decent living wages. I thank you.



ELIMINATING THE REAL DANGER

CORRESPONDENCE

All contributions to our Correspondence columns must be in not later than the 10th of the month, although matter for the Links or Insurance Departments sent in before the 17th will be published in the next issue.

It matters not whether articles are written on one side of the paper or not, so that you have something to say that will be of interest to the readers, or of benefit to the Brotherhood.

Writers may use any signature they like with their articles, but should also give their name and address.

All communications to the Journal are subject to revision or rejection by the Editor, as he is held legally and morally responsible for same.

Just Followed Suit

When Adam wooed his lonely mate,
The courtship must have been quite tame,
Without some others to compete,
To put some ginger in the game;
Not much like it would be today,
With railroadmen on every side,
To lure the blushing Eve away,
To movies, or an auto ride.

He didn't have to ask, of Eve,
To mend his socks, or tattered jeans,
No cause to fear that she'd deceive,
And spill the matrimonial beans;
Which caused him to forget, you see,
That he was merely one of two,
And made him think, poor simp, that he,
Was cook and bottle washer, too.

Yes, that, perhaps, made Adam feel
That he was lord of all he saw,
And he, no doubt, right off the reel,
Told timid Eve, just what was law;
But, blinded by conceit, poor "Ad,"
Seems to have overlooked a bet
That just for acting like a "cad,"
He'd have to pay the fiddler, yet.

With seeming innocence, one day,
While near the old forbidden tree,
Eve, with a purpose sly, men say,
By way of getting square, you see,
Knocked down, by accident (?), a "spy,"
Then took a bite, but nothing more,
For Adam, who was standing by,
Just grabbed, and ate it, skin and core.

The scribes of ancient history,
It seems, were men of nimble wit,
For they said it was plain to see
The man was not to blame a bit.
The woman tempted him, they claim,
To eat of the forbidden fruit,
That Adam, merely—to be game—
Would not be bluffed, so followed suit.
JASON KELLEY.

A Letter from Highland Park Home

I read an article in the JOURNAL not long ago asking that we do something for the old man, so I thought I would give the reader an idea of what the B. L. E. has done for me, an old man now in the eighties.

I started railroading as a fireman on the Chicago, Burlington & Quincy railroad at Galesburg, Illinois; was promoted there, and after running the required time of one year was admitted

to membership in the Brotherhood of the Footboard. The meetings were usually held in some Brother's home, and there was the constant threat from the company hanging over our heads that anyone joining the B. F. B. would be discharged, but though I called a spade a spade whenever I heard that remark, I was not discharged.

On the 15th of last March, fifty-three years ago, I joined Galesburg Division 62. I am not claiming any glory or special credit for the part I took in B. L. E. affairs, for I feel that it was to my own interest to do what I have done, for without the Brotherhood the engineers would have been but poorly paid.

I came here to the Highland Park Home in 1913, then left after two years and came back in 1918. While away I received \$30.00 per month from the Brotherhood. I have been taken care of here as well as if in my own home, and am glad to say that many friends of the Home have taken a kindly interest in us and made things pleasant and agreeable for us in many ways.

The Ladies' Auxiliary have done much through their Sunshine Club which provides a Movie Show for us once a week, and the trainmen on the C. & N. W. R. R. provide us with reading matter collected on the passenger trains. It is a pleasure to know that we have friends who are thinking of our comforts, and we are all thankful for these little kindnesses of our friends.

C. B. LOWE, Div. 62.

Announcement

The regular Fifth Sunday meeting of Pennsylvania Lines East will be held in Altoona on July 30th and 31st, under the auspices of Divisions 64 and 501. It is not necessary to state that you are all welcome, or that you will be royally treated if you come as you know the reputation of the Altoona members and the Altoona citizens in general from past experience among us.

On Saturday, July 30th, the usual old time picnic and general all round good time will be had at Beautiful Lakemont Park. On Sunday, July 31st, secret sessions will be held. Grand Officers are expected to be present.

E. A. McCONNELL, Sec.
Fifth Sunday Meetings
Penn. Lines East.

The Third Triennial Convention Ball

The big social event of the Third Triennial Convention, the B. L. E. Ball, was held in the Princess Dancing Pavillion on Tuesday evening, May 17th, and the attendance of delegates and visitors and their friends was a large and happy one. Young and old participated in the dancing and the general spirit of good fellowship that prevailed, made the occasion one long to be remembered by all present.

Grand Chief Stone and Mrs. Stone, assisted by Brother Timothy Shea, Vice President of the B. L. F. & E. led the Grand March which was a most imposing spectacle, showing that in social as well as in practical affairs, the engineers and their wives and sweethearts are abreast of the times.

Fraternal Brothers and Sisters from all parts of the United States and Canada, together with the Grand Office employees, were present, and they intermingled with a freedom which clearly proved that there is more in fraternal relations than mere acquaintanceship. Everyone seemed bent on having a good time and you have the writer's word for it that they succeeded in doing so.

Brother F. S. Evans, Division 812, Honored on the Occasion of His Retirement

After a lifetime of service on the New York, New Haven & Hartford Railroad, the latter part of which covered a period of sixteen years as General Chairman for the B. L. E., Brother Fred S. Evans has retired. The event was celebrated by a complimentary dinner given in his honor at which there were assembled more than 500 members of various labor organizations and their families, for Brother Evans had won the respect and esteem of all. Not only was there a large representation of his fellow workers, but the officials of the New Haven were also well represented, as were also the General Chairmen of the train service Brotherhoods. Letters of regret for their inability to be present were sent by President Pearson and General Manager Bardo of the New Haven, the latter being called to Chicago by the Railroad Labor Board, and many others whose duties prevented their attendance.

Brother L. L. Mitchell, who succeeded Brother Evans as General Chairman, and who was Toast Master of the occasion, introduced Brother Eugene E. Potter of Boston who is the senior engineer on the New Haven system, and who shared the honors with Brother Evans, who was next in seniority. Brother Potter, in a fitting speech, eulogized the work and character of Brother Evans in a manner that met with general approval, as was expressed in generous applause by the assembly. Brother Potter also presented Brother Evans with a purse of gold and a pair of gold cuff links, the gifts of friends, and, by way of injecting a bit of humor into the situation, presented him with a bride, in the shape of a doll dressed in bridal robes, for Brother Evans, you must know, is a bachelor.

Mr. Evans then made a few remarks of appreciation, saying in part, "I stand here as a grateful recipient of a distinct honor. If my work has been satisfactory to you I am satisfied. There will be no greater pleasure in future years, than to look back on today as 'my day,' one set aside for me by my friends who have shown the greatest consideration in coming here from all parts of the system. The gift you gave goes to my heart and I thank you. He then gave a glowing tribute to the Ladies' Auxiliary.

Mr. William G. Squires was chairman of the committee to which much credit is due for the general arrangements, but the dinner was served by members of Charter Oak G. I. A., Division 107, Mrs. Isaac C. Steiner being chairman of that committee, with eighty assistants. The dining room was tastefully decorated, and in fact all was done to make the occasion a happy as well as a memorable one.

SKETCH OF THE LIFE OF BROTHER EVANS

Fred Sherbourne Evans was born in Bow, New Hampshire, July 16, 1855, the son of Stephen W. and (Veazey) Evans, and he was educated in the local schools of that town and entered the employ of the Concord Railroad in the shops at Concord, July, 1872. In 1877 he started firing on the New York & New England R. R. On August 22, 1880, he was promoted to engineer, which work he continued until 1904, when he was made general chairman. He ran one train for over twenty-one years, that between

Hartford and Boston. He joined the B. of L. E. in August, 1884, at Hartford and later transferred to Boston Division No. 61 in November, 1886. He was chief engineer of that division in 1889-90-91. In 1898 he transferred to Division 312 of Boston which membership he now holds. The membership of the order on the system has increased from 1,000 to 1,667 since he has been general chairman. Mr. Evans lives at Norwood Central, Mass.

Several of the older men of the system, who have been on the retired list for several years, were present to show their appreciation for the work of Mr. Evans. Among these were Major Edward Garfield of Springfield and Patrick T. Curley who ran the Springfield passenger train on the east branch of the system for twenty-five years. Several other old members of the division were present but they are now engaged in other lines of work. Samuel Green of Boston was one of these.

The whole affair was the work of the members of the different Divisions on the New Haven system who desired to express their appreciation of the loyal service Brother Evans had rendered them as their General Chairman, and seldom has it come to any man holding so trying a position to be so sincerely and so proudly honored.

A MEMBER.

Some Everyday Catch Phrases

"Robbing Peter to Pay Paul."

This expression used most frequently today when one makes new debts to pay old ones, or in similar occasions, dates back to the middle of the sixteenth century.

It was in 1540 that the Abbey Church of St. Peter at Westminster (now Westminster Abbey) was by letters-patent raised to the dignity of a cathedral. This meant that the rentals of certain lands were signed to its support and in a short while the treasury of the abbey grew to considerable proportions.

Ten years later, however, it was decreed that its revenue could be used for purposes outside of its individual needs and a considerable sum was diverted to the repairs of St. Paul's cathedral.

There was considerable opposition to this financial transaction both among the clergy and among the laymen, and

a wag of those days is said to have been responsible for the phrase: "Why rob St. Peter's to pay St. Paul?"

Some claim that there are other versions of this saying, one leading back to Biblical times. But the one quoted above seems the most plausible.—*Cleveland Plain Dealer*.

Railroad Men's Home

The following contributions were received at the Home during the month ended April 30, 1921.

| G. I. A. Divisions | |
|--------------------|---------------|
| 139 | \$ 5.00 |
| 487 | 10.00 |
| | <hr/> \$15.00 |

| Summary | |
|-------------------------------------------------------------------------------------------|------------------|
| Grand Lodge, B. R. T. | \$4,158.85 |
| Grand Division, G. I. A., at 5c per member | 1,406.35 |
| Grand Division, O. R. C. | 1,402.74 |
| Grand Lodge, B. L. F. & E. | 1,342.73 |
| Grand Division, O. R. C. | 242.32 |
| Grand Division, B. L. E. | 26.40 |
| Peoples Trust & Sav. Bk. Int. | 255.29 |
| Interest Liberty Bonds, 3d issue. | 107.31 |
| Interest Liberty Bonds, 4th issue | 106.25 |
| Proceeds of a Joint Ball—B. R. T. 32, O. R. C. 123, B. L. F. & E. 433, B. L. E. 115. | 61.00 |
| B. R. T. | 53.05 |
| L. A. C. | 25.00 |
| G. I. A. | 15.00 |
| O. R. C. | 12.50 |
| L. A. T. Lodge No. 450. | 5.00 |
| W. L. Brown, B. L. F. & E. 41. | 3.00 |
| James Costello, 270 O. R. C. | 1.00 |
| A. L. Lunt, 877 B. R. T. | 1.00 |
| A. W. Foster, 357 B. R. T. | 1.00 |
| C. S. McKay, 119 B. L. E. | 1.00 |
| W. P. Kennedy, 625 B. R. T. | 1.00 |
| | <hr/> \$9,227.70 |

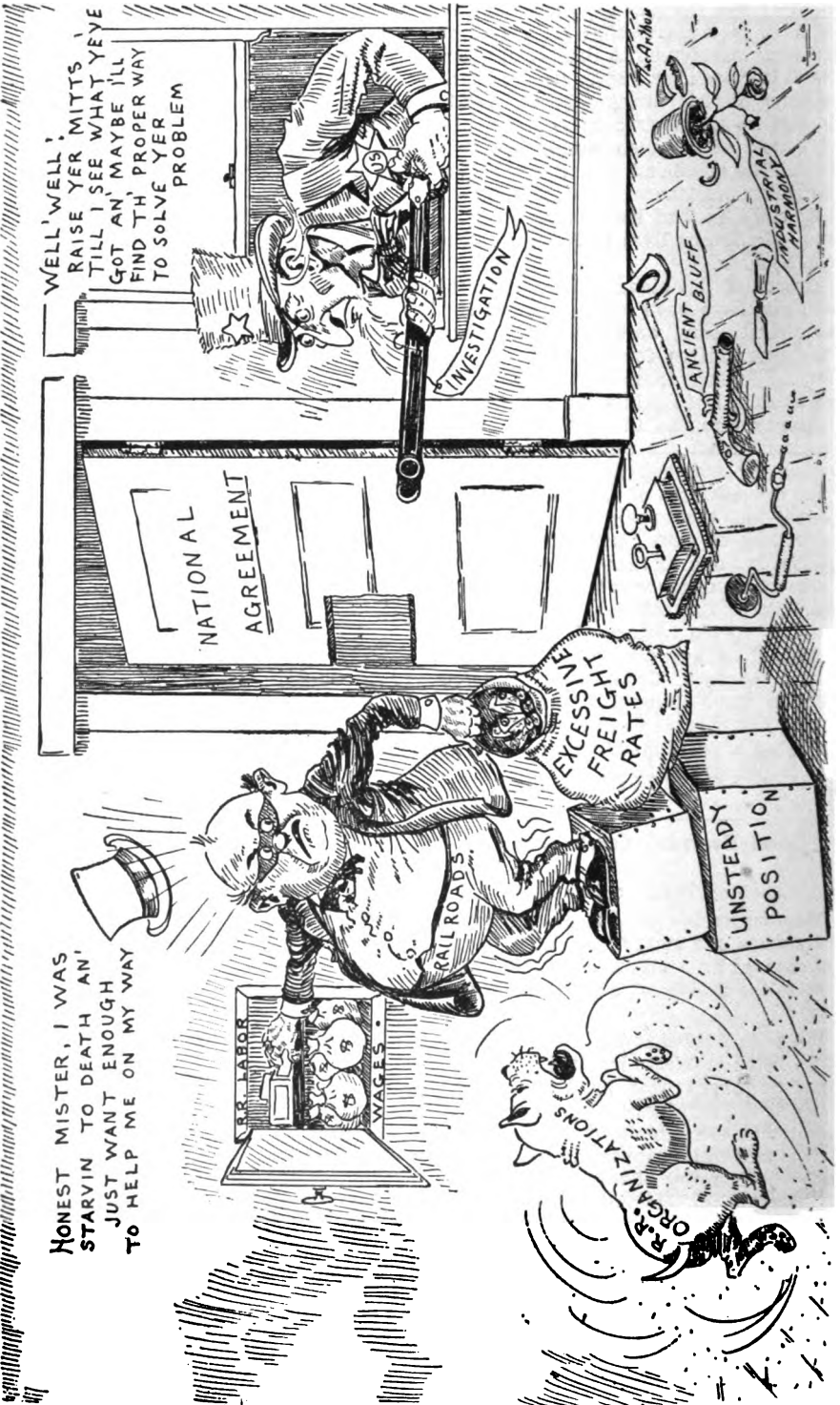
| Miscellaneous | |
|-------------------------------------------|--|
| 1 quilt No. 264 L. A. T. | |
| 1 quilt No. 330 G. I. A. to B. L. E. | |
| Respectfully submitted, JOHN O'KEEFE, | |

Secretary-Treasurer and Manager.

The following contributions were received at the Home during the month ended May 31, 1921.

| Summary | |
|-------------------------------------------------------------|------------------|
| Grand Division B. L. E. | \$3,362.51 |
| Grand Division O. R. C. | 272.32 |
| Southworth Estate, 56 B. R. T. | 148.28 |
| B. R. T. Lodges. | 28.51 |
| Grand Division, B. L. E. | 26.40 |
| Interest Depreciation Cash Account Highland Park Bank. | 26.63 |
| L. A. C. Division No. 267. | 5.00 |
| L. S. to F. Lodge No. 195. | 3.50 |
| James Costello, 270 O. R. C. | 1.00 |
| A. S. Lunt, 877 B. R. T. | 1.00 |
| C. S. McKay, 119 B. L. E. | 1.00 |
| A. W. Foster, 357 B. R. T. | 1.00 |
| | <hr/> \$3,874.15 |

| Miscellaneous | |
|-----------------------------------------------|--|
| 1 box cigars, G. M. Curtis, 362 B. L. E. | |
| Respectfully submitted, JOHN O'KEEFE, | |
| Secretary-Treasurer and Manager. | |





WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to Mrs. H. H. TURNER, 4944 McPherson ave., St. Louis, Mo., and matter for the Grand President, to Mrs. M. E. CASSELL, 1497 Alameda avenue, Cleveland, O.

For the Grand Secretary, Mrs. EFFIE E. MERRILL, 4229 West End avenue, Chicago, Ill.
For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 7612 Rogers ave., Chicago, Ill.

In Memoriam

In the midst of Life we are in Death. The grim Reaper comes with his ruthless hand and gathers both young and old. He is no respecter of persons. This time the home of our dearly beloved Grand President was chosen and the Father and head of the household snatched from their loving embrace and caught up to meet his Maker. We are deeply grieved for her, but the strong arm of her Savior will be, ever about her to comfort and support. The devoted son and affectionate grandchildren will be there to comfort and help too, and this means so much to her loving and trusting heart. Then too, her large family (the G. I. A.) all lovingly and tenderly sympathize with her, and the sympathy of true friends, in the time of trouble and such great sorrow, is sweet. There are few homes that have not, in some way, been touched by this reaper and we know her sorrow. Brother Cassell was a strong and stalwart B. of L. E. Soldier of the early days and they will miss him from their ranks, but it is the privilege of all to prepare to meet his God and may we be an unbroken family in the Great Beyond. In the

name of the G. I. A., I say, God Bless You and Yours, my dear Sister Cassell, and may you be spared to this Noble Order, in your work of usefulness, for many years.

"When evening shades are falling
And we are sitting all alone,
To our hearts there comes a longing—
If he only could come home.
God called him home—it was His will,
But in our hearts he lingers still,
For all of us he did his best
May God grant him Eternal Rest."

EDITRESS.

Thanks

To the Grand Officers of the B. of L. E., the Grand Officers of the Insurance Association of the B. of L. E., Grand Officers of the G. I. A., and the many Divisions that sent such beautiful floral offerings at the time of my husband's funeral, myself and family wish to extend our grateful thanks. Also to Brother Futch, Pres. of Insurance, for accompanying us to Columbus and for the splendid tribute paid to our loved one in his remarks at the funeral.

We want all to know who sent telegrams and letter of sympathy, how much your loving words were appreciated. It would be impossible at this time to an-

swer each one personally, and we take this means of expressing our sincere thanks. We have sustained the loss of a good husband and father, but the loving kindness of our two beloved Orders has helped us in our sorrow.

MARY E. CASSELL,
J. P. CASSELL,
J. H. CASSELL,
Sons.

The Third Triennial Convention of the G. I. A. to B. of L. E.

The third triennial convention is now a thing of the past, and has become history for our order. The morning of May 11th, 1921, dawned bright and beautiful and at ten o'clock a. m., Sister Hienerwald, our Grand Chaplain, sounded the gravel which called to order our first session. To the strains of inspiring music by our Grand Musician, Sister Hutton, the Grand Officers (dressed in white) marched to the platform of Hotel Statler Convention Hall where they were greeted by Sister Hienerwald who with her warm words of welcome and most cordial greetings for officers, delegates and visitors alike, made every one feel very much at ease. She introduced the Grand Officers in her own gracious manner and presented the grand body, composed of five hundred and thirty nine of our sisters, also the gravel, to our Grand President, Sister Mary E. Cassell, who in turn greeted all with cordial words of welcome to her home city.

The reports of the Grand Officers were very interesting, each one showing that she had given her best for this wonderful order. Committees were then appointed after which Sister Wilson, President of the G. I. A. Relief Association, was called to the chair and real work was begun. The recommendations of Sisters Wilson and Boomer were taken up and at the close of this order of business the house was divided and we went into election of the R. A. officers which resulted in the election of Sister Wilson as President on the nominating ballot. Sister Simms was elected third trustee.

Monday the 16th was set apart for the "Memorial Services" and exemplification of the ritualistic work. This was given by the officers of the four Cleveland divisions and was beautifully done. This will linger long in the memory of all who were fortunate enough to

be present. The uniformity in dress and such wonderful team work made it all the more beautiful and too much praise cannot be given these sisters for they showed careful training and much practice to make it so nearly perfect. They received a unanimous vote of thanks from the body assembled.

The Memorial Service was held for nine hundred and six of our sisters who have passed to the Great Beyond, and was more impressive because one of that number was the founder and for thirty two years president of the Grand Division. Sister Lockhart, chairman of the convention committee, presided at this service. Sister Cassell's Euterpean Chorus of Columbus furnished most excellent music, Sister Cassell gave the Memorial address and Sister Boomer a very beautiful poem. Sister Turner in a few appropriate words dedicated a basket of beautiful flowers to the memory of our deceased brothers, the late husband of our beloved Grand President being among the number. The large crescent and star, our floral emblem, was lighted by electricity, the curtain was drawn disclosing a banner which bore the words: "Mrs. W. A. Murdock, Founder and President for 32 years."

The dove descended, the gong sounded and our beautiful and impressive service was at an end.

The convention committee, composed of the following Cleveland Sisters: Ross, Lynch, Kunkle, Whitmer, Freeman, Henderson, Seabrook and Lockhart as chairman, planned many good times for delegates and visitors, the first being a get-together meeting in the ball room of Hotel Statler. A program in charge of Sister Lockhart was opened with an address of welcome by G. P. Sister Cassell. This was followed by fancy dancing by three little misses in costume, two readings by Miss Pash, a timely address by Grand Chief Warren S. Stone, who urged all to do away with little petty things that stir up strife, and work in harmony for the good of the two orders which should be dear to the hearts of each one of us.

We were much pleased with the character singing of "Bob Hall" and especially the song dedicated to our Grand President, Sister Cassell. An orchestra furnished music for dancing which was enjoyed until a late hour. On Saturday evening we were delightfully entertained by Sister Cassell's Euter-

pean Chorus, assisted by Miss Ames, reader, all of Columbus, O. We feel we cannot pass this most excellent entertainment without giving special mention of Miss Linda Furnish and the pleasing manner in which she responded to so many encores. Her voice is so full, rich and mellow, and the ease with which she sings, and the evident pleasure she means to give her audience, make her at once a great favorite. We predict for her a great future among the American artists.

On Monday night the members of Division No. 52, Columbus, O., (Sister Cassell's own division) gave a very delightful two act comedy, "The Quilting Party," which was enjoyed by all. This is the first time in all the years the writer has attended convention, that Sister Cassell has been able to sit in the audience and enjoy these entertainments. She has always provided our entertainment and even in this we could see the results of her training.

The splendid service given by "Class 12," was largely attended and all present felt greatly benefited thereby.

"The 'Memorial Service' held by the B. of L. E. was full of good things and gave us food for thought for many days to come. With two forceful speakers of renown and the splendid music furnished by Mr. Rodeheaver and Mrs. Brandon no one could fail to appreciate the thought given to the planning of so perfect an afternoon.

The delegates and visitors were tendered a reception and ball on Tuesday evening by the B. of L. E. and many of our Brothers and Sisters tripped to inspiring music until the "Wee Small Hours." Some danced as though they had found the fountain of youth. We are indeed grateful for the many courtesies extended us by the B. of L. E. & G. I. A. while in the convention city.

At the close of Jurisprudence in the G. I. A., and the reports of committees, we went into election. It was moved and seconded by many that the Grand President be elected by acclamation but Sister Cassell declined this honor, choosing rather to be elected by ballot, which resulted in her receiving four hundred and thirty five of the five hundred and thirty nine votes cast. Sister Boomer moved and it was unanimously seconded that she be declared unanimously elected, which carried and the applause from both convention floor and

the visitors in the balcony lasted many minutes and was intensely interesting as we knew it was so genuinely felt by all. We have never seen a Grand Officer receive such an ovation even to the singing of "Cassell will shine tonight" and we are sure she will have the undivided support of all and this certainly is due one who has given thirty one years of her best service to this order which she loves. Our earnest prayer is that she may be spared to us for many more years of service. While the votes were being counted Sister Cassell composed the following lines.

Our order has ever stood for the right,
Keeping stern justice always in sight.
My long years of service you've shown
your approval
By this splendid vote which did not
cause my removal
From an office which I have tried hard to
fill
In such a way as to gain your good will;
And in all future years I'll endeavor to
do
Only the things which are pleasing to
you.
And while I am serving, together we'll
work
For the good of the order and nothing
we'll shirk.
In sunshine or sorrow we'll stand for
the right
And for the best good of all we'll make
a mighty strong fight.

Sister Cassell's appointment of Sister Turner as Grand Vice President was ratified by the Grand Body which was equal to an election which according to our law could not be held the same year as that of the Grand President. Sister Jenney of Toledo and Sister Norton of Los Angeles ran a very close race for Grand Treasurer, on the second ballot they having two hundred and twenty-six votes each. The third however, resulted in the election of Sister Norton by a majority of twenty-nine votes. Sister Hienerwald of Philadelphia was elected Grand Chaplain by more than a two thirds vote on the nominating ballot.

Grand President appointed the following officers: Assistant Grand Vice Presidents, Sisters Cook, Mains, Crittenden, Oland, Knappen and Airey; Grand Guide, Sister Raynor, Grand Sentinel, Sister Clendenning of Canada. The appointments were unanimously approved by the Grand Body. Sister Beehler was given the honor of installing the G. O. and was assisted by Sister Dorsey as G. M., Sister Wood G. C. and Sister Hut-ton, G. M. All business having been completed the gavel was sounded and thus closed our third triennial convention.

We trust before another three years roll around, the country will be in a more settled condition for many problems are now confronting us, but with our unselfish, just and capable leader, we are sure to overcome them and go steadily onward and upward to the success which has always characterized this noble order. We must work shoulder to shoulder and not fail our leader in anything.

Convention Echoes.

The delegates, as a body, were unusually attentive to the work in hand and there promptly at the appointed hour. There were very few interruptions and they were of such an interesting character, we were glad to have the break.

Keep up the membership drive and work more earnestly than ever before.

The platform, from the opening day of our convention, was a bower of beauty as the G. O. were all remembered with beautiful baskets of flowers from day to day, the first being for Sister Cassell from the Convention Committee.

The Grand Officers were all very substantially remembered with lovely gifts besides the flowers and Sister Cassell received a handsome headed bag and Japanese kimona from her inspectors, a purse of money from the southern delegation and a Boston bag from the Ohio sisters.

Greetings were brought to us from the B. of L. E. Convention by Brother Burgess. He was accompanied by Brothers Daugherty and Griffin who gave us splendid talks about the "Bank" and why we should patronize it.

Beautiful baskets of flowers were sent to our convention by the Auxiliary to the O. R. C. and the Ladies Society of the B. of L. F. We are very grateful for this recognition.

Two of the breaks in our work were occasioned by the entrance of Brothers Stone and Prenter and the time given them was very profitable as well as pleasant for us. We have rarely had an opportunity to hear such talks as were given us by these able brothers. They told us how to do some of the things that have been puzzling us in regard to the Canadian Exchange. This was for the benefit of our Canadian Sisters and we are very happy to say every thing has been very satisfactorily ar-

ranged for all concerned, thanks to the Brothers.

Brother Futch came to us to explain how the Brothers insurance was handled to save them the exchange and the same arrangement has been made for our sisters in Canada. Thank you, Brother Futch.

We were very glad to welcome one of our Canadian Brothers, Mr. Jago who bore greetings from St. Thomas.

Sister Mains presented a handsome silk Canadian flag to the Grand Body and Sister Cassell very graciously accepted the same, thanking Sister Mains in behalf of the Grand Division.

We are very grateful to Brother Daugherty, A. G. C. and his sister Mrs. Brandon for beautiful music rendered at the Euterpean concert.

A large floral crescent and star was ordered sent from the Grand Division to be placed on Sister Murdock's grave on Decoration Day, also a basket of flowers to be placed on Brother Cassell's grave on the same day.

Sister Cassell presented the Sunshine Club Fund to the Grand Division as the child of her brain and heart. She had been able to carry sunshine into so many darkened places with this money at Christmas time as well as to have installed the motion picture machine in Highland Park Home and turned over the handsome balance of more than a thousand dollars.

A great deal of charity work was done and planned for at the convention, \$3275.00 was payed out to our needy sisters from the relief fund. An offering was taken amounting to \$230.00 for another sister who must have an operation.

A fund was started to care for our aged sisters who have no one to care for them, by taking from our Relief Fund \$1000.00 and in about thirty minutes more than \$8000.00 was pledged for this fund, the largest pledge being \$1000.00 pledged by the Ohio divisions.

There will be Schools of Instruction for inspectors held in the different sections of the country. All inspectors will be paid for their services when inspecting a division.

After September first, all who come into our order must do so as insured members.

All will be happy to know we will wear no more, the heavy badge of past years, but will wear the small recogni-

tion pin. There will also be some change in regalia.

All certificates must be rewritten in case of death of beneficiary or when name is changed.

All death claims may now be paid as soon as proof of death is furnished.

The Convention Committee were always on the job, with smiles for every one and ready to answer any question asked. Sister Lockhart, chairman was small of stature but oh my, she had a big heart and was able to do things.

Each member of the committee deserve special mention for the many courtesies shown the delegates and visitors. We thank you sincerely.

We hope to see you in 1924.

A New Society

The Anti-Bugg Society met in regular session at Ben Hurr hall in Birmingham, Ala., on March 24th. This society of good women pledge themselves to spread cheer and good-will, and to look after the sick and distressed in the families of the A. B. & A. Ry. employees who are now on vacation. The morale of the women now equals that of the men. Mrs. Hugh Orr is Chairman. Meetings will be held weekly to assure the men we are with them in the fight, as honorable as that on Flanders field. The men are not fighting alone, for their jobs, but for their wives and babies and homes. Let us help them sisters, let us show our true metal and worth.

"Let us work together, hand in hand.
The shores of the ocean are composed of sand

Which if divided would float away
But being united, defies the spray;
That comes day by day to lap and lap
In their unity they can drive them back.
We too, dear Sisters, can the waves withstand

If we are united and work hand in hand."

(Poem by Mrs. W. H. Warren.)

Fraternally,

Mrs. HUGH ORR.

To avert the danger of forest fires caused by sparks from locomotives, the officials of the Kushequa Railroad of Pennsylvania announce that no trains will be run over that road during dry weather. Inhabitants of the danger zone welcome this decision.

The population of Alberta, Can., is said to average two persons per square mile territory.

DIVISION NEWS

Division 128, Indianapolis, Ind., celebrated their 29th anniversary on March 15th, 1921, with about eighty members present. A large number of brothers were there from Divisions 11, 143, and 121 and Division 11 had the honor to present Brother W. C. Conover of the C. I. & W. Ry. with an honorary badge of the G. I. D. for his forty years of service in the B. of L. E.

The presentation speech was made by Brother H. Blomeyer of Division No. 11. We considered it quite an honor to entertain Brother and Sister Conover on this our Anniversary. There were seven Charter Members present and a plant was given each in honor of the day, with wishes that they be with us on many more anniversaries. Our President, Sister Sims gave us an interesting talk followed by Brother Blomeyer, chief of Division 11 and Brother Hedrick, chief of Division 143. There was an elaborate dinner and supper served and an enjoyable time for all present.

Sec'y. Div. 128.

On February 11th, Division 175B, Stevens Point, Wis., celebrated its sixth birthday. At the regular meeting, Brother and Sister Broten presented the division with a beautiful Bible in memory of their daughter, Lenora, who died October 7th, 1919. At seven p. m. a delicious dinner was served to the members and their husbands and older sons and daughters. This was followed by a very interesting program which was enjoyed by all. Talks, readings and vocal solos were rendered and a cake contest for the Brothers was won by Brother Fred Wilson. The remainder of the evening was spent informally, at cards and dancing. Music was furnished by an orchestra composed of sons and daughters of the members.

Cor. Sec'y.

Division 113, Des Moines, Ia., was highly entertained at the home of Sister Finnacum on March 9th, at a cafeteria luncheon. It was delicious and thoroughly enjoyed by all. The afternoon was spent in a guessing contest and the raffing off of a luncheon set which was donated by Sister Finnacum. Sister Lovelace held the lucky number which won the set. It was an afternoon long

to be remembered by the members of 113 and the proceeds of the afternoon amounted to \$38.86. A rising vote of thanks was given the sister for her hospitality. We are now busy with a contest for new members. We are divided into two teams with a captain for each, and the losing team will entertain the winners. We are having great success. The contest closes in May. We are looking forward to another enjoyable afternoon when the losing team will entertain us.

MRS. FINNACUM,
MRS. HUNTER,
MRS. STRAND,
Committee.

Initiation Ceremonies Here Wednesday With Many Visitors from Bluefield and Portsmouth

Fifteen Williamson women, wives of members of the Brotherhood of Locomotive Engineers, were initiated Wednesday afternoon into the Grand International Auxilliary of the B. L. E. The ceremonies were in charge of Division No. 211, of Bluefield, twenty members of that division being present. Seventeen members of the Division, of Portsmouth, were present. The ceremonies were conducted in the Moose hall.

Those initiated become members of the Bluefield division for the present but later on it is purposed to institute a division in Williamson.

The visitors were royally entertained during their stay here and before leaving expressed themselves as having had a very delightful time. They were entertained at noon luncheons at the homes of the ladies who were to become members and were taken for automobile trips to points of interest by members of the B. L. E. They were banqueted at 6 p. m. in the social rooms of the M. E. church.

The banquet was a very enjoyable affair. Editor George Byrne of the Daily News acted as toastmaster and Dr. W. S. Rosénheim made the address of welcome, the response being by Mrs. A. B. Thompson, president of the Bluefield division. Other addresses were made by Mrs. Simonton, Dr. William Burgess, W. S. Roberts, Mrs. Colwell, Alex Bishop, J. W. Wheery and Mrs. C. C. Bailey.

Work of the Auxilliary, which has a membership of about 27,000, and its aims and objects were discussed by sev-

eral of the speakers at the banquet. The membership is limited to the wives of members of the B. L. E. and the women conduct all their own affairs. There are benefits for orphan children and widows and an insurance feature. The Auxilliary also maintains a home for cripples in Chicago.

Wednesday afternoon, April 6th, the Ladies Auxilliary to B. of L. E. celebrated their twenty-fifth anniversary with a delightful social at the Pythian Hall. Childrens games were played and in the penny hunt Mrs. Albert Evans secured the prize for finding the most, and was given hand made handkerchiefs.

A large Jack Horner pie was placed on the table with beautiful flowers of silver for each member.

The great surprise of the afternoon was that the husbands of the members were present.

The geese were invited into the banquet hall where lovely decorations were used of pink and white; the birthday cake with twenty-five pink candles was extinguished by the members, and a delicious ice and cake course was served. The table was decorated with pink carnations, the flower of the order. Musical selections were given by a number of members and Miss Lurline Dwyer, Miss Pauline Stone and Mrs. Keever.

Each member who did not bring a dollar and tell how she made it was forced to wear a red cap for the entire afternoon.

The committee who planned such a delightful entertainment were Mesdames Pauline Stone, Graham, Andrews Sharp, Porter.

Misses Pauline Stone and Lurline Dwyer assisted in serving.

PAULINE STONE.

Although we are so far north, Division 324, Ft. William, Ont. is very much alive and on January 22nd, we were honored with a visit from our A. G. V. President, Sister Mains of Toronto. Sister Mains assisted by sister Blannerhasset P. P. installed the new officers, with sister M. Aris as president. After installation we held a mock initiation after which Sister Mains instructed us in the ritualistic work. In the evening we met with the brothers of 243 in their lodge room in Masonic Temple, for a social evening. The guests of honor were Brother and Sister Mains, and Brother Lerne, C. P.

R. Organizer. Brother Whitehurst, Chief of 243, acted as chairman and the evening was spent in music, singing and dancing. Sister Ross read a short address and presented Sister Mains with a bouquet of carnations the gift of the sisters of 324. Sisters Mains thanked the sisters and also gave a little lecture to both the sisters and brothers on affiliating together socially. At eleven thirty we assembled in the banquet hall for supper after which dancing was indulged in until one A. M. All joined in singing, "God Save the King" and each in turn bade the honored guests good-bye and departed for their homes, trusting there will be another such meeting soon.

Yours in F. L. & P.

MARGARET ARIS, Pres.

Division 447 of the G. I. A. held its regular meeting Tuesday, March 8th at the K. P. hall. During the meeting four candidates were initiated, Mesdames Hartman, Allen, Head and Rutherford. After the division was closed the members and new members were asked into the banquet hall where a table was beautifully decorated in Easter colors and a dainty lunch was served by the refreshment committee. Mrs. G. C. Smith acting as chairman. The ladies were then entertained by Mesdames Allen, president, Julien and Bode, past presidents, with speeches. They talked of the good of the order and the new members.

We are glad to note that so many divisions are initiating so many candidates and hope the good work will go on until not one woman who is eligible, will be left out of the best order in existence.

Division 99, Boston, Mass., is having a very successful year, despite the fact we have our hall outside the city proper. The meetings are largely attended and much interest and enthusiasm shown. In February a supper and dance was given and we had for our guests, Sister Quimby, president 256, and her husband, Sister Morrison, president 367 and her husband. In March the annual "Fair" was held by the sewing circle. This being an Easter affair the tables were made very attractive. Much hard work went into this fair but the members feel fully repaid as it was our best, clearing \$250.00. The best of our get-together

times has just been held, a real family party; Division 99 invited the Brothers of 61 and their families to dinner on Sunday after the B. of L. E. meeting. The Brothers accepted and Sunday, April 10th, was chosen. Over two hundred sat down to a bountiful dinner, served at attractively decorated tables. We returned to the hall to enjoy a splendid program of music and remarks by Brother Dority, Grand Chaplain of the B. of L. E., and other Brothers.

Such meetings do much to create an interest in our order and help to demonstrate one of our principles—"To promote fraternal love and sociability," between the families of its members. Our membership has steadily increased, this year, and we hope that many more may be induced to join from attending such an inspiring meeting.

Cor. Sec'y.

Division 22, Grand Rapids, Mich., has held monthly parties with great success. In January we held public installation of officers and in February a banquet, at which the B. of L. E. presented us with a check for \$60.00, Brother Nixon representing 286 in the presentation. On March 21st, we celebrated in honor of St. Patrick, beginning at two p. m. with our regular meeting, at which time we initiated candidates and this was followed by a banquet at which the G. I. A. was hostess to the B. of L. E. and their families. Six stalwart sons of our members dressed in green swallow tail coat suits and plug hats served as butlers and also led the grand march to the dining room, where tables were beautifully decorated for the occasion. American beauty roses and Irish potatoes with candles inserted, and lighted, were the decorations. The latter were used as place cards and were the only means of lighting the dining room. All present wore souvenir head dress. After our president returned thanks about two hundred sat down to partake of the bountiful supply of food that had been prepared for us. At eight o'clock the program began consisting of community singing, led by Sisters Clark and Stebbins, a playlet, "The Irish Washerwoman," "A Visit from Ireland," readings, solo dances and a very interesting talk by Horace T. Barnaby on the "Legions of Ireland." A splendid four-piece orchestra furnished music for dancing which was enjoyed by all until

a late hour. A spring festival is planned for April 21st.

MRS. JOHN F. CLARK.

Sister T. E. Woodrome entertained the members of Alamo Division No. 354, San Antonio, Texas, with a party that will stand out in our memory as entirely different and delightful from anything yet attempted in the way of a handkerchief party. The hostess was assisted, in receiving her guests, by Sisters Hines and Snyder. Prizes were awarded Sisters Gonan and Leak. The large reception room was filled with fragrant roses and ferns and in the dining room the table was covered with a beautiful filet lace, intercrossed with the colors of our order, the center being banked with a superb mass of hyacinths and violets. Colored mints also adorned the table. The hostess was agreeably surprised when she was presented with a cut glass flower basket from the members of her division, in honor of her birthday. A two course luncheon was served, and the sum of \$16.50 was added to our treasury.

MRS. F. J. AYLMEY.

While we are enjoying our good times, let's tell others about them and thus induce them to come with us as members, for we will do them good and they will enjoy the privileges of this wonderful order.

G. L. A. Voluntary Relief Association

Chicago, June 1, 1921
To Division Secretaries:

You are hereby notified of the death of the following members. The amount due not later than June 30th, 1921 for July Quarter is \$2.25 for those carrying one certificate and \$4.50 for those carrying two.

Members insured during June will pay July quarter not later than June 30th, 1921 or forfeit insurance.

Insurance Secretaries will remit by postoffice or express order or bank draft if payable on Chicago, New York, Boston, Philadelphia or St. Louis, Mo. Personal checks and those of any other city except above named cannot be accepted.

SERIES A.

Assessment No. 978

Corning, N. Y. April 2nd, 1921, of Pulmonary Embolism. Sister Edith Harris of Div. 23 aged 45 years, carried one certificate dated Dec. 1906 payable to Wm. J. Harris, husband.

Assessment No. 979

Buffalo, N. Y. April 2, 1921 of Pneumonia. Sister Aanna Melving of Div. 232 aged 47 years, carried one certificate dated March 1912, payable to Morgan Melvin, husband.

Assessment No. 980

Springfield, Mo. April 3, 1921 of Cerebral Hemorrhage, Sister Kate Cook of Div. 84 aged 54 years carried two certificates dated Nov. 1906, payable to Wilson Cook, husband.

Assessment No. 981

Jersey Shore, Pa., April 10, 1921 of Nephritis, Sister Edith Gunsallus, of Div. 450 aged 47 years, carried one certificate dated March 1909, payable to T. E. Gunsallus, husband.

Assessment No. 982

Syracuse, N. Y., April 11, 1921, of Carcinoma, Sister Bertha Iverson of Div. 249 aged 43 years carried two certificates dated April 1918, payable to Arthur Iverson, husband.

Assessment No. 983

Utica, N. Y., April 18, 1921, of Pneumonia, Sister Cornelia Powell of Div. 73, aged 77 years, carried two certificates dated Feb., 1898, payable to Fannie and Nellie Powell, daughters.

Assessment No. 984

Philadelphia, Pa. April 28, 1921 of Cancer, Sister Jennie Fitzgerald, of Div. 253 aged 46 years, carried one certificate dated March, 1907 payable to Ellwood Fitzgerald, husband.

Assessment No. 985

Newark, Ohio, April 28, 1921 of Complications, Sister Mary A. Anderson, of Div. 41 aged 71 years, carried one certificate dated Jan. 1898, payable to Lillian McLaughlin, daughter.

Assessment No. 986

Hornell, N. Y. May 1, 1921, of Tuberculosis, Sister Elizabeth Tierney of Div. 134 aged 53 years, carried one certificate dated Nov. 1903 payable to Florence and Mercedes Tierney, daughters.

Assessment 987

Missoula, Montana, May 2, 1921 of Appendicitis, Sister Mrs. W. L. Brewer of Div. 101 aged 57 years, carried one certificate dated June 1898 payable to Gladys Brewer, daughter.

Assessment No. 988

Chicago, Ill., May 8, 1921, of Biliary Coliculi, with Gastralgia, Sister Minnie Frisbie of Div. 492 aged 53 years, carried two certificates dated Jan. 1912 payable to C. W. Frisbie, husband, Ione Monroe, daughter.

Members will pay insurance secretaries on or before June 30, 1921 or forfeit insurance. Insurance secretaries must remit to General Secretary-Treasurer by July 5, 1921.

Members in good standing on April Quarter 13613 in first class and 7262 in second class.

MRS. GEO. WILSON, Pres. V. R. A.
MRS. JENNIE E. BOOMER, Secy.-Treas.

Encourage Dogs to Howl

Persians love dogs because they are supposed to lie awake nights and drive away the demons that wait for the souls of the dead, so the more the dog howls at night, the surer he is to defeat the demons and the more he is appreciated by his owner.

THE JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917. Authorized on June 29, 1918.

Published monthly, 1124 B. of L. E. Building
Cleveland, Ohio

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - - - Assistant Editor

Address all matter for publication — Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to **C. H. SALMONS**, S. G. E., 1124 B. of L. E. Building.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to **W. B. PRENTER**, F. G. E., 1118 B. of L. E. Building. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the **F. G. E.** as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to **W. N. GATES Co.**, Managers Advertising, 409 National City Building, Cleveland, Ohio.

THE HOMESTEAD  PRINTING CO.
DES MOINES, IOWA

JUNE 1921

The Journal

Owing to the printers' strike which begun on May 1st, and is still on, in Cleveland, we have been unable to get out the June JOURNAL, and there being no prospect of the strike coming to an early end we found it necessary to go out of the city to have the work done.

We have contracted with the "Homestead Company" of Des Moines, Iowa, to print each month a JOURNAL of ninety-six pages, including the advertising, and that will be the uniform size of the book. The Division Addresses, which the B. L. E. law requires be published every three months, will hereafter be printed in a separate pamphlet.

The June JOURNAL is made up chiefly of convention matter. Much of the correspondence and link stuff, and all the technical has been held out but will appear in the July number which will follow as soon as is possible to have it printed, after which it is expected we will be able to again get the JOURNAL out with the usual regularity.

The Third Triennial Convention

The Third Triennial convention which opened May 11th, closed on June 1st. It was in many ways more important than any that preceded it. The questions brought before the body were not only more numerous and more varied, but were bigger in every sense of the word.

A decidedly pleasing feature presented at the opening of the convention was the final payment of \$100,000 on our indebtedness on the B. L. E. Building, and the burning up of the fourth and last mortgage on the property, First Grand Engineer **W. B. Prenter** and Mr. **Oscar J. Horn**, B. L. E. counsel, performing that ceremony in the presence of the delegates. Next in importance was the action of the convention granting permission to the Advisory Board of the Brotherhood to take the necessary steps towards securing title to and erecting a new building—on the site on which the bank now stands—whenever in their judgment the time is opportune and the conditions will warrant doing so.

The proposed building, picture of which was shown to the delegates, is to be twenty stories high (quoting from Grand Chief Stone) "The top story would be a restaurant; the next three floors are already spoken for for a club. You can have one of the finest restaurants in the city in this building, and, incidentally, would have three or four thousand men to lunch there every day who would bring business to the bank also. The ground floor would be taken up with small stores, and the mezzanine floor—the second story—with an approach leading up each side would contain one of the finest banking rooms in America, having a floor space of 132x168 feet, and at the present rate of growth of our bank we will need all that space and more."

Excerpts from Brother **W. P. Prenter's** closing remarks to the convention:

I want to allude, in what time I have left, more to our own affairs. I believe that this institution now is progressive to the extent of spreading out where it belongs. Our latest activity, as I have said, and I have stated it publicly in many parts of the country, in the organization of this bank, has done something, that if it gets the support of the rank and file and the membership that compose this Brotherhood, whereby we

can in the near future dictate not only policy to railroads, but policy to the financial institutions of this country.

We are being recognized amongst the big financial institutions of this country today. We are looked upon as an institution now that has demonstrated its possibilities and it is only necessary for us to work them out and get behind them, and I repeat again, I regard it that in the very near future, not in the distant future, that we will be consulted largely, not only on questions of labor, but questions of financial interest to the people of this country. We are being recognized not only by railroad



W. B. PRENTER
General Sec. and Treas. B. L. E.

men and by railroad people, our own members, but by the community at large, that we are competent, and are not only competent, but we are in a sense revolutionizing the banking interests of people, the common people. We believe that. We have in our six months' experience here done things that cannot possibly be related here or made public here, but have done things in the interest of oppressed people, people because of their not perhaps being just in a financial condition to demand their just rights, we have said, "Come to us and we will take care of you," and we are doing that and they

are recognizing that fact. We are being pointed to as a progressive institution in the interests of the ordinary common people. Now, then, I regard that, I say, as one of the greatest activities that we have ever undertaken, and we are not going to stop until we reach our goal in that respect, the same as we have done in all others. There is nothing within the bounds of reason, my Brothers, that you cannot do, if you make up your mind to do it. You undertook at this Convention to instruct us again to inquire into the possibilities of conducting an insurance business. Now, it is quite possible that we will investigate that and be able to report to you or carry out your instructions, when the time is proper to establish a business of that nature which will revert back to you for your benefit and that of your family, not only from the standpoint of being successful in accumulating money, but giving you actual benefits and actual money in your pockets. All these things are possible.

We have been instructed also to deal with and discuss the question of the advisability of this co-operative buying and selling. The Grand Chief has been very much interested in that for a number of years. I am associated with him and enthusiastic about its possibilities also, and it would be a great thing for this organization if we could accomplish many things in that direction that would be very beneficial to you.

It has been said and said by some of our own members, been personally said to me, perhaps it would be better if you attended to the business you are being paid for instead of trying to run all this business, but that is a small narrow view of it, my Brothers.

I want to take this opportunity to say to you, and I want you to carry it back home to the membership of this organization, this Brotherhood of Locomotive Engineers is a labor organization, is an organization that was designed, organized and instituted for the protection of all men in your vocation, that you have built for the protection of your compensation for your work and the fixing of your conditions so that you will be right, the work of your organization has not been neglected one minute at any time by your Grand Chief Engineer. Carry that home and disabuse the minds of a great many of the

people who think otherwise. I know what they think. It is not true. We, of course, are not working on an 8-hour basis or 16 hours, in doing all these things. We have been working in many instances in the last year twenty-four hour shifts, but it isn't reasonable to suppose that that can always be continued, but it is a question of mapping your policy out and then providing for it.

The Grand Chief said here at this Convention, when the question was being discussed of creating other Assistant Officers, you can, if necessary, procure the necessary help which under your direction can do this work. As long as you have the Director or the parties to map out the policies, it can be taken care of, and you can go back home and assure your members at all times that first, last and all of the time the Brotherhood is a labor organization, and as a labor organization is being protected, and all these other things that you are undertaking to deal with, while they may be termed side issues, we deem them of much importance and will take care of them.

In connection with this bank, I want to get back to it for a minute. There aren't, Brothers, more than a very small percentage of our members that are not at least able to save some small pittance, we will say, for the future in case of being stricken with sickness, or something of that nature. If the members of this Brotherhood, as they stand today, will undertake to promote that system of thrift to the extent of making this bank a depository, and with a very small donation they can put so much money in this bank, that we can, as the instrument for you, secure and make for you a large return, profitably. Sometimes I suppose you don't stop to think about these things, but that isn't unreasonable. Every member of this Brotherhood, every individual in this Brotherhood now and as they will be admitted is interested in the bank, is a stockholder in that bank. You, as an organization, control it. You can make that bank the instrument for doing almost anything you like in reason that will revert to your profit, make it the instrument for the handling of your money, make it the instrument for protection of your family.

I think I have already stated to the Convention that we are establishing,

now working out the plan whereby we can have a trust department in the bank that will act as your guardian, in a sense, for your families when you are no more, probably better for them than you could possibly think of doing yourself. All that you want of that is just the same as it is with the organization, have confidence in those that are in control of it. We have added on the banking business, recognized banking institution. We have opportunities that the individual can't possibly get. We can take your money and we can utilize it to advantage, and put it where it will be of lasting benefit to you and not put it down in Wall Street or the money market of the country, to be used to knock your heads off whenever the opportunity presents itself.

Now, for information, so as to carry back home, as has already been said to you, we are endeavoring, as quickly as it can be performed, all these things can't be done over night, but we are arranging with the different banks in the different communities where you live that they will act as our correspondents and it will be possible for you to walk right into your bank in your home town and say to them, "I want you to send this one hundred dollars and have it placed to my credit in my bank in Cleveland," and they will do it for you. (Applause.)

If it is your desire to have it a commercial or a checking account, say so. If it is a savings account, say so. We will give you your bank book and with your commercial account, a check book, and you can sit right down at home in your own town and write your check out there for five or ten or fifteen or twenty dollars, or whatever it may be, and it will be recognized anywhere in this country, so that it is up to you largely, my Brothers, to make this new activity a success. We are doing our part and we are going to have a big bank if the Brotherhood never puts any money in it. I repeat we are established now, and it has come to be recognized as a competent banking institution, competent to transact any ordinary business that any bank in the world can do.

Now, I know that on most of the matters that are closest to you, so far as the Brotherhood is concerned, Brother Stone is going to talk about them, but I want to say to you again that under ordinary circumstances I don't hope to be with you a very long time. I regret to

say that my physical condition is not perhaps as good as it appears, but I want you to go home and say to the Brothers that I am on the job now and I will be there to the last kick. (Applause.)

Now, I am coming to the close. I hope you will return home in safety and find those whom you have left behind ready to welcome you, and find them well, and if God spares me, I will be right here on the job three years hence, and as I have so often said, I will yell at you just as I am yelling today. (Applause.)

A LAST WORD TO THE CONVENTION BY GRAND CHIEF STONE

Brothers, it is getting late. I am only going to talk about five minutes. Then we are going to put on the work. By that time all of them who are being paid will be back here.

After all is said and done and hand clapping, and everything else, here is the man that carries the load. If I could just accomplish things half as fast as you fellows can pass resolutions, this Brotherhood would be a wonder. I am the man you put up on the firing line. I realize the honor that goes with a position like this and I realize far better than you do the load that goes with it.

As you know, every private in the ranks shares in the success of victory, and it is only the commanding general who drinks the bitter cup of defeat. The responsibility is his and he carries the load.

As long as we go ahead and do these things, you say: "Why, I knew you could do it," but if I make a bobble sometime and lose in this game that we all play, you say, "What is the matter with the fool? He ought to have had better sense."

So, we are going up against this problem. I am not at all afraid. I never had sense enough to be afraid. It takes a wise man to be afraid, and those of you who know me best, know my fighting qualities and know something of the work that I have done. It is not necessary for me to go over it. I have handled every concerted wage movement that this Brotherhood ever had, and have handled them in person. Out of the five concerted wage movements, four of the men who sat across the table from me are under the sod. They cracked under the strain. That will give you some idea of the load a man carries in

one of these concerted wage movements. I want to tell you that it is no child's play.

In the concerted movement for the eight-hour day, I was not the spokesman, although it belonged to me by every right. I was the senior ranking officer and I was the man by all choice that it belonged to, but Brother Garrettson at that time was the head of the Conductors, and he made the personal request that he be allowed to act as spokesman. He said to me, "Brother



WARREN S. STONE
Grand Chief Engineer B. L. E.

Stone, this is the last time I will ever talk, but I want to be the spokesman. I expect to die right at the table, but I want to go out in a blaze of glory." That was Al. Garrettson. So I sat beside him for thirty-one long days, while the fight was going on and it was understood that whenever he put his handkerchief to his lips I was to jump in and take up the argument that he was making, and that is the way we worked it for thirty-one days, and it was a blame sight harder work for me than if I was doing it myself because if I had put up the argument myself, I could have followed my own train of thought, but it is a harder job to follow the other fellow's line of thought and be ready to get in at any

minute than it is to handle it yourself.

I make that explanation because some of you men have asked me why I didn't handle the eight-hour movement. That was the reason why. I did everything I could to support Al. Garretson and I want to say to you that the fighting strength of that man, his will power was a blame sight stronger than his physical strength.

You couldn't kill him, you know. He might have died, but you couldn't kill the spirit that was in him, and we won, and we will win this thing again, in my opinion, if you men will stand up and do your part.

I am not at all afraid of what is going to happen to the Brotherhood of Locomotive Engineers. It is not because I am the executive. It is not because I happen to be the leader. Why, you know, going back in history, I was chairman of the Rock Island when P. M. Arthur died, at Winnipeg. I was down in Oklahoma, and when I got back I met the superintendent of our road who told me about Brother Arthur's death, and he said, "You know, that is the end of the Brotherhood," he said, "I wonder who will be the next leader." I said, "I don't know, I am sure." I said, "I suppose some eastern man, perhaps." There was a message for me to come east offering me the position, when I got to Eldon, Iowa. I came east. I will work for you a few years to fill out my span of life and will probably leave the organization a little better off, perhaps, for having lived, and some other unknown will step forward from the ranks, he will put the organization onto heights perhaps that I never dreamed of, and so that is all you get out of life at the best. And yet it doesn't matter whether your life is long or short. You ought to at least leave the world a little bit better for having lived in it. You ought to hand it down as a heritage to your children a little bit better because you have lived, and when you have accomplished that you have accomplished the sum total of existence, because that is all one can leave, and yet when I realize the possibilities of an organization like this, and realize what could be done and what should be done, when I stop and think how little we accomplish at times, I find myself leaning back and asking the same old question, whether it is worth while or not, I can plan out a hundred things for the organization, and

it is you men, the rank and file of the membership that, by your hearty support, make it a success or by your weak-kneed, half-hearted, support, or your open antagonism make it a failure, so in the end it comes back to you. You are the men that make the organization, and if I could impress it upon each individual member of the organization the important part that he plays in the organization, how much it would mean.

I am called the "czar," you know. They say I rule with an iron hand, and they call me everything else but the Grand Chief. And yet, the only thing in the world I try to do is to enforce the laws that you men make. Why are we so strict on the law? Because a dozen men going up and down the country beating board-bills, raising hell in general, will do more to destroy the good name of the organization or do more harm than a thousand good men can set right in a lifetime. The only way you can elevate the standard of an organization is to elevate the standard of the individual member of the organization. That is the only way you can elevate the standard, and that is the reason why we draw the chalk-line across the floor and say, "There is the law. Come up there and toe the mark." Some of those fellows it would be much better to take them by the neck and throw them out, but we try to get them in line and have them obey the law, and every time you make a decision, every time you rule on the law, you make an enemy for life, but the one thing that always impresses me is this: you are the biggest-hearted men in the world. That is the reason you can't save any money. Your heart is too big. About one-half of the time of this organization, one-half of my time as your executive, one-half of the time of my entire office force upstairs is taken up, doing what? Taken up just fussing over little, petty grievances that don't amount to anything; just the little petty grievances among yourselves. If you would just use the energy that you burn up in quarreling among yourselves, you could accomplish twice as much as you would for the organization if you would use it in the right direction. You can't make me believe in a hundred years, you know, that a man has enough brains to run an engine successfully, and I know you have brains, or you wouldn't be successful in your calling—you can't

make me believe in a hundred years that a man don't know down in his heart what is right and what is wrong and what he is entitled to and what he is not. I know that they know, and yet with three hundred letters a day running through my department, it is safe to say two hundred and fifty of them are over little petty grievances that don't amount to anything.

Our men out in the field are up against that same thing. The hardest grievances to adjust and the hardest men to satisfy are the men who have some petty, imaginary grievances that they have thought over and brooded over until it becomes real to them, and they don't exist at all only in their imagination. Those are the hardest grievances we find to adjust, and you men just burn up the best part of your life in quarreling, life is so short at the best, you know, and it means so much. There are so few men that get very much out of it. They put in their whole time, in fact, they work overtime to make life a burden to the other fellows.

So far as the bank is concerned, it is one of my pet hobbies, just like this building is one of mine. If I live five years—I hope I will—I will put a chain of banks across this United States and Canada. (Applause.) There is no reason of the world why in any Division terminal where there is a hundred railroad men that you couldn't have a bank of your own. Why, it is not half as complicated as running the corner grocery store and giving thirty days' credit. It is about as complicated as running a peanut stand on the corner. (Laughter.) That is how complicated it is. Go over to Europe. There are 35,000 co-operative banks among the peasants, 60 per cent of whom can't read or write, and in seventy years they haven't lost a single penny, and tell me it is complicated.

I want to give you just one illustration of a bank. It won't take a minute. Down in southern Germany on Sunday on a summer's morning in a little bit of a village, probably three or four hundred, they filed out from the church over across the road and sat down on the grass in front of the city hall, and the schoolmaster came out at the table, not half as big as this, and sat down in a chair on the walk and took a little book out of his pocket, and the bank was open. That was their bank. He

said, "On last Sunday we had so many marks. Since that time so and so has paid so many marks on his note, and so and so has paid so many," and so on and so on. "We now have so many marks on deposit. We have a request here for so and so to borrow forty marks to buy a cow. He is vouched for by two or three neighbors, and your neighbors say he is a good responsible man. If there are no objections, this loan will be made. Hearing none, it is made. So and so wants 160 marks to buy a reaping machine. He is vouched for and his note is signed by two of his neighbors who want to use the machine," and he goes on down the line. After he has made all these little loans he says, "After all these loans are made we have so many marks still on deposit. The bank is now closed." He shuts up his book and puts it in his pocket and the bank is now closed until next Sunday, and that is banking. (Laughter.) And that's all there is to it. The simplest process in the world, and there is not a place that you men couldn't have one, and you would be surprised at what you can do with a little bank here; how you can be helpful. This bank only has one motive over here, and that is to be helpful. It wants to be helpful; it wants to help those things that make for better conditions for the workmen.

Did you ever stop to think—I like to think in figures, you know, for if I have any gift at all, it is figures. If each member of this organization would just save five dollars and put it into the bank, we would have \$6,000,000 at the end of the year.

We talk glibly about a million and a billion dollars. I want to tell you this story of how much a billion dollars is, and then I will quit talking about money. You talk about a billion dollars. It drops right off your tongue. John D. Rockefeller, you know, has about three hundred and fifty million. In telling this, I don't mean to be sacrilegious. I have used it a number of times. I make a great many talks about banking to the public. If a man had stood beside the cradle when Christ was born 1921 years ago and had started counting out money at the rate of a dollar a minute from then until now, and had counted continuously, he would still be counting on a billion dollars. He wouldn't have gotten a billion dollars yet. He would finish some time this year. That is how much

a billion dollars is, and we talk about billions just like it is thirty cents.

Now, coming back to the question of wages, the most important thing and the last thing I wish to talk to you about. I am going over to Chicago with the instructions of this Convention with the firm determination, with the help of my associates and you men at home, to do everything that is humanly possible to prevent a wage reduction, at this time, and before any wage reduction is made or accepted, I can assure you that it will be referred back to you to a referendum vote on your individual road.

Delegates: Good, good. (Applause).

G. C. E.: Of course, if you, by a 80 or 90 per cent vote on some individual road vote to accept it, that settles it so far as that road is concerned. My hands are tied. If you say you will not accept it, and you don't intend to accept it, I want to say to you that I am going to carry out the instructions you gave me at this Convention. (Applause). Some of you men somewhere, I don't know where it will be, but some of you men somewhere are going to be on the firing line.

A Delegate: We are ready.

Another Delegate: We will all go.

G. C. E.: All right. We will see. I have put men up on the firing line before. If you think it is any pink tea affair, you have got another think coming to you. I have had men go. We voted a hundred per cent. They said, "What is the matter with you?" I have been accused of having cold feet a good many times. My feet are not cold, and I am not at all afraid of fight, but this is what I see in all these wage movements; I see, back of it, your home that is half paid for. I see the associates of a lifetime that you built up around you, perhaps children married and living in the same town. I see the children in school, and I see the women and children, and they are the ones that suffer in these fights, and you stake all of that on a single throw of the dice, and that is what you do when you put your men up on the firing line, and yet I have seen men go on the firing line and expect to see them go there again, and I know the pressure. I could open my files upstairs and I could show you letters by the hundred in every wage movement that has ever been handled: "Brother Grand Chief, my husband is so and so. He

voted to go on a strike, but for God's sake don't sacrifice our little home. I have got two girls in school. They will be out of school next year. For God's sake don't throw him out of a job now." You will get a hundred of those in a day, and your telephone rings constantly for 48 hours before a strike goes on with appeals of that kind, and I want to tell you a man has got to be a machine if it don't have its effect on him.

You think and you think and once in a while you think it isn't so. And you wonder once in a while if you are right or have you thought along a line that has been wrong all the time?

But I want to say that we are going to go further regardless of what comes. I want each of you men to go back home with this idea uppermost in your minds: "I am going to fight as I never have before. I am going to do everything that is humanly possible. And I know every associate and every Grand Officer will go with me." I know that the rank and file and these Chairmen will do the same thing. And if something happens, as it may happen on some of these roads, it will happen because you men voted for it after you had it put up to you in cold plain English without any camouflage.

It is you men that make the organization. It is you men that are the fighting force and no one else. Nobody else has the last word.

Quit your petty personal jealousies. Life means more than that. Quit your petty quarrelling in your Divisions, and as one of the Brothers said here, if you have got any flowers give them now.

I read the funeral service about fifty times a year on the average. I never read the funeral service over the cold clay, all that remains of the Brother that has departed, that I don't think of the irony of the whole thing. I can't go into some little home somewhere, with a member of the organization lying there dead, with two or three little children hanging around the skirts of the mother—all sorts of resolutions engrossed, telling what a good fellow he was and everything like that, what good is it now? Why in the name of God didn't you take Bill into your confidence when he was alive and tell him something like that then? Then is when he needed it. That is the only time it will do any good.

Then we stand before the coffin of some of these men and see it piled up,

covered up four feet deep with flowers, and often enough God knows the poor fellow never had a flower given to him in his life. When he is dead what good does that four feet of flowers do him? Why not give it to him when he is alive?

I would rather fight all the general managers we have in a row, in America—and they are fighters some of them, because they are picked out for their fighting qualities—than I would go down and investigate just one indigent claim, just one, and ask the questions that you have to ask.

If you men could go with me for six months or go with one of these field men and see what they see, if you never have saved any money before in your life you will begin with your next pay check. Remember it isn't the number of dollars that you take in that counts, it is the number of dollars that you can put away that counts.

I have known of many an engineer, men on the best runs in the country, making good money all the while, but who never saved anything, and all at once something happens, they are disabled in some way and you go to their house and investigate, because they want to be put on the indigent list, and you see them there with three or four little kids, trying to eke out an existence on the amount they get from the indigent fund, thirty dollars a month. They don't live, they just eke out an existence on that thirty dollars, to keep from going to the poor house.

If you could just look back, some of you fellows, and see the misery and the heartaches and the poverty you leave behind—you great big broad shouldered fellows—you groan about the hard privations of the world and the battles you encounter. It is hard, but if you let some little slender woman with two or three little children clinging around her skirts go up against the battle for bread, then it is hard for a fact.

I don't believe any man has a right to marry and bring children into the world without first trying to make some provision for taking care of them. (Applause.)

And if some of your Brothers could just look back and see the suffering and the poverty and the heartaches of the widow and children, my God, I don't believe they could sleep in peace in their graves. I don't believe they could.

If you can't save money the best days of your life, what is going to become of you when you get old? Some of you are not carrying the insurance you could, or should. You say you can't afford it. You can carry three thousand dollars for a cost less than 15 cents a day. Many of you spend 15 cents a day in ways that are worse than useless. That 15 cents a day put away would take care of your widow and children if anything happened.

And after something has happened and there are four or five little children hanging around her skirts, you come to me because I am Grand Chief and I have got a good salary, and ask me please to adopt the children, because you don't make any provision for them.

Did you ever stop to think that all in God's world you have got is your ability and time? That is your whole stock in trade. When the time comes when you haven't any labor to sell, then is when they will throw you on the scrap pile as so much worn-out junk. It is just a few years at the best.

The insurance records are correct. Their figures are not juggled. The average term of an insured life from the time the man comes to us and we pay the claims through death or disability is eleven years and seven days. That is your whole stock in trade. That is all you have to sell.

Well, that is about all I have to say. I have already talked to you too long. I could talk to you forever on this because there isn't anything closer to my heart than this Brotherhood. My whole life's work is given up to this Brotherhood. It means everything to me. It ought to mean everything to you. If it weren't for this Brotherhood some of you wouldn't have money enough to belong to anything else and yet you will attend everything else and never come near the Brotherhood except when you get in trouble.

Think it over. We stand adjourned.

General Chairmen Meet in Chicago

On July 1, 1921, there was a conference held at Chicago, in which 600 General Chairmen representing all train service employees took part to decide upon the question of acceptance of the wage reduction recently announced by the United States Railroad Labor Board, although the final decision may be by

referendum vote of the membership of the train service organizations.

The call for the conference was issued by Grand Chief Stone for the B. L. E., W. S. Carter for the B. L. F. & E., L. E. Sheppard for the O. R. C., W. G. Lee for the B. R. T., and T. C. Cashen newly elected head for the Switchmen's Union of North America.

The percentage of the wage reduction averages 12 percent, and the estimated general reduction amounts to four hundred million dollars. The greatest cut was made on common labor. In the case of section hands the whole increase given by the wage award on July 1920, is completely taken away. The new schedule now gives that class of workers \$3.02 for an eight hour day.

Passenger and freight engineers who had received increases of ten and thirteen cents an hour by the July 1920 wage award, are cut six and eight cents an hour respectively by the new schedule, and the general average of the announced reductions for train service men is approximately seven per cent.

Vice President McCrea Misquoted

The third triennial convention received from Mr. J. A. McCrea, Vice President of the Pennsylvania Railroad, a communication denying that he had made any statements derogatory to locomotive engineers, as attributed to him by a Pittsburgh newspaper.

Mr. McCrea said "there was no class of employees of higher character, of cleaner personal life, or for whom the management had more respect than the locomotive engineers."

The statement of Mr. McCrea closes a very unfortunate incident, but it cannot wholly remove the stigma of its reflection upon the locomotive engineers, in the minds of some of the readers of the paper in which the infamous insinuation appeared.

Organized Labor Gains a Point

The Railroad Labor Board has ruled that the railroads cannot compel the employees in the various crafts to settle with them separately, but must recognize the Federated Shop Crafts in fixing their wage agreements.

It has ever been the aim of the employers to prevent co-operation between the employees of any craft. They are

now just as much opposed to concerted action between the various craft organizations, and this ruling of the Labor Board is evidently based upon the fact that since capitalists in various branches of industry are permitted to concentrate their strength against the organized workers, it is only fair that the same privilege should be accorded the workers for self defense.

The idea is fast gaining ground that the employees in any industry are stockholders, are investors in industry, to the extent of their labor at least, a fact which the Railroad Labor Board evidently recognized in conceding to labor the same privileges as capital in protecting its interests.

The Plumb Plan

The Plumb Plan provides for rail transportation without private profit, or private graft; gives the employee a voice in management, puts an end to the friction between the railroads and their employees which has demoralized railroad service and opens the way for a general unified and co-operative method of operation, which, with the economies and increased rail capacity it will afford, makes the plan absolutely essential to our future industrial peace and national prosperity.

Boost the Plumb Plan.

The Decision at Chicago

The six hundred General Chairmen and the leaders of the five transportation Brotherhoods which met in Chicago recently to consider the wage reduction ordered by the United States Railroad Labor Board, to take effect July 1st, after a weeks deliberation decided to submit the question to a referendum vote of their membership, and drew up the following resolution which contains an expression of the conference as to the reasons why it was decided best to let the rank and file decide the matter.

RESOLUTION

Whereas, The General Chairmen representing The Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen, and The Switchmen's Union of North America, on American Railroads where wage reductions have been authorized by the United

States Railroad Labor Board, have assembled to take action thereon; and

Whereas, They are required not only to consider a wage reduction, but in many instances railroad officers have served notice of their intention to abolish time and one-half for overtime in road freight and yard service, and in addition thereto to revise schedules for the benefit of the railroad by abolishing many rules and conditions, which in the aggregate mean the loss of much money and the creation of less favorable conditions for the various classes of employes; and

Whereas, Much unrest and uneasiness exist, which causes deep concern, add to the seriousness of the situation, and establish a condition of affairs which makes it practically impossible for this body of General Chairmen to take the responsibility of deciding these important questions, for the reason that we hold that no reduction in wages of the various classes is justifiable; and

Whereas, It is the earnest desire of the representatives assembled to do everything possible, compatible with their duty to those whom they represent, to avoid any inconvenience or loss to the public; and

Whereas, In keeping with this thought we hereby authorize and direct our executive officers to acquaint those in authority with these resolutions; further, that they call attention to the fact that certain carriers, namely: the Missouri & North Arkansas Railway and the Atlanta, Birmingham & Atlantic Railroad have disregarded the decisions and flouted the authority of the United States Railroad Labor Board; and

Whereas, Despite all these provocative circumstances, coupled with a common desire to refrain from taking any action that might precipitate a deplorable situation, we

Resolve, That the General Chairmen here assembled cannot assume the responsibility of accepting wage reductions, and that not later than September 1, 1921, the entire subject-matter be referred to the membership through the various General Committees for acceptance or rejection. Be it further

Resolved, That we authorize our chief executives to make arrangements, if possible, to meet a committee of railway executives to be selected to meet a sub-committee representing the organizations named herein to consider and if

possible adjust all matters in controversy, and that our chief executives and the committees who are handling these questions be directed to clearly place the representatives of the railway corporations on record as to whether or not they will request further decreases in rates or compensation, the abolition of schedule rules or regulations, or the elimination of time and one-half time.

The ballot when submitted to the men shall contain an impartial and unbiased recital of all that is involved, and the wishes of the men as expressed by ballot shall determine the matter; in accordance with the laws of the respective organizations.

Glenn E. Plumb Discusses the Rail Situation Before the Third Triennial Convention

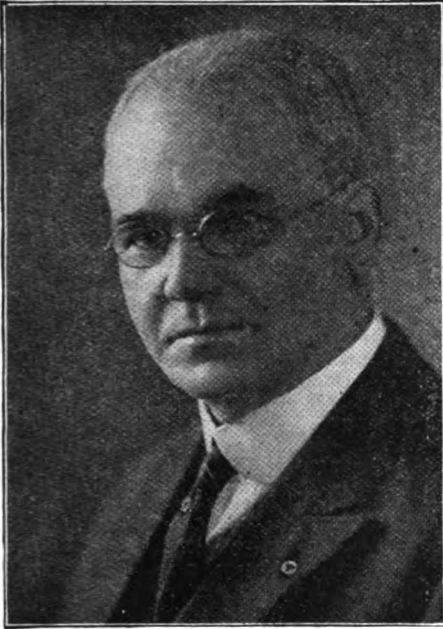
Mr. Plumb said in substance that the present transportation rates are so excessive, that the public will not pay them. That if business is to be restored there must be a reduction of rates brought about through the wholehearted co-operation of the railroad managers.

He pointed out one effect of high rates, that of fruit rotting on the farms of Florida and other southern states, and declared the present methods of railroad financing and operation were unfair alike to the public, to the investor in railroad securities and to the employees. He said we should and could have the cheapest rail transportation in the world, and would have if the roads were operated honestly and for public service instead of being exploited for private gain.

Representatives of various co-operative enterprises addressed the convention also, pointing out that our nearly 900 Divisions with headquarters or distributing point located in Cleveland, could buy much cheaper than through local co-operative stores throughout the country.

Some of our Divisions have already started co-operative stores, but the trend of thought of those who were familiar with the subject was that a larger, more centralized co-operative plant would make it possible to materially reduce the cost of living which seems to be a thing beyond even hope if the consumer is left to the tender mercies of the financial barons and commercial sharks of the country.

INSURANCE



Dr. I. E. Archer

A Tribute

The many delegates and visitors to the Third Triennial Convention of the G. I. D. will not need an introduction to Dr. Archer, for they left Cleveland with grateful hearts, sincere admiration and wonder for "The Miracle Man" as they call him. Therefore, this article is written for the benefit of the great mass of membership who had no opportunity to either meet him or learn of what he is really doing.

The doctor's father and mother are both natives of Noble county, Ohio, and the doctor first saw the light of day in Carlisle in the year 1867.

In the little schoolhouse on the hill where he was handed his first primer, he returned at the early age of fifteen, to teach. When a small boy decided he wanted to help humanity, make sick people well, so his mother will tell you that he made life a burden to her by stealing sugar and flour and then proceeded to cut papers all over the house to make powders and pills for the entire family.

Mrs. Archer, being a woman of understanding, encouraged the boy in his desire to become a physician and was always sick enough to have him prescribe one of his famous sugar powders. A talented boy, a discerning mother, thus the starting point of a career.

It may surprise many of you to know that he is really a Brother, because the doctor was the first Deputy Grand Chief of the Order of Railroad Telegraphers. Perhaps a telegrapher's key may seem a strange place to discover the possibilities of electricity as medicine, but such was the case with the doctor. That key determined him to take up the study of electricity and make it his life work. He attended college in Cleveland and then entered the Chicago University of Electro-Therapeutics, where he was graduated with high honors. For two years he studied abroad, both in London and Paris, and today he is one of the best electro-therapeutic physicians and surgeons in the state of Ohio.

The pages of the JOURNAL are not given to exploitation, and have always been known for statement of facts and conservatism, so when an article such as this appears, the reputation of the organization stands behind it and stamps it as genuine.

When a doctor accomplishes results by other than well-established laws, or not in accordance with established practice, he is at once branded as a faker, and is frowned upon by other members of the profession as doing something unethical, but in the case of Dr. Archer it is different; he enjoys the respect and confidence of those standing at the head of the medical profession in Cleveland. This is further proven by the fact that many of the best physicians in the city come to him for treatment and they send their families and their patients to him.

Dr. Archer has a pleasing personality, and is a man of marked ability in his chosen profession. His character and standing in the community are shown by short excerpts from statements made by two of our prominent religious leaders, the first from the minister of the First Baptist Church, where he is a member:

"To know Dr. Archer is to like him as a man, trust him as a physician, and admire him as a Christian."

(Signed) REV. W. W. BUSTARD, D. D.

Another from a man known to every

delegate and visitor who attended the last two Conventions. Four hundred members of the Brotherhood of Locomotive Engineers are honorary members of Class 12. Class 12 is a Bible Class that is different. It holds its regular class services during the Convention, in the B. of L. E. Auditorium. On Friday it was found that the teacher of the class could not attend the first Sunday meeting of the late Convention, on account of a severe attack of rheumatism. Orders were at once issued to take him to Dr. Archer and over the 'phone the doctor was asked to do his best. This is what the patient says:

"Dr. Archer proceeded to perform a modern miracle, for I, who was carried into his office by two of my class members, walked out a well man, fully able to perform my duties as teacher of the Sunday meeting."

(Signed) FRED J. BAUMAN,
Teacher Class 12.

Life, electricity and gravitation are the three most mysterious forces of nature, and life the most mysterious of all. Electricity can be isolated and studied. Gravitation follows rigorous laws which are partially known, but the secret of life has defied the efforts of science.

It has been proven beyond a doubt, says the doctor, that every human being is electro-chemical, that the cells of the liver, the brain and other organs of the body are constituted as electric batteries, so the difference of potential must be preserved in order that the human organism may function.

Most professional men follow well-defined paths already charted for them. Occasionally some daring soul has the backbone, the hardihood and the courage to think for himself. Dr. Archer has gone further in the study of electricity than perhaps any other living man, Edison not excepted. He has patented many of his machines and every day this "Modern Miracle Man" plays with 10,000 volts and with them accomplishes his wonderful cures. Dr. Archer proves each day that electricity is bringing to suffering humanity restoration of perfect health.

When you see muscles that are atrophied brought back to life, nerves so long dormant that you no longer have control or use of them, brought into action again, see people hobble in on crutches or assisted by two or three friends, many of them in this condition

for years, due to the different forms of rheumatism, and a few days or weeks later, meet them on the street as well as any one, you have to believe.

When you see engineers with high blood pressure brought back to normal, you have to believe.

When you see people so bad with neuritis that life is one long torture of pain and see them cured in a few weeks, you have to believe.

When you see members of the organization brought to him so bad from kidney or prostatic trouble that even the pressure of their clothing is agony, and, after several treatments, meet them again, well and happy, you **MUST** believe.

We could go on for pages, enumerating the cures he is accomplishing each and every day and we know that hundreds who have been treated will unite with us and say that "Dr. Archer is the wizard of electricity, a man fifty years in advance of the age, a 'Modern Miracle Man,' may God bless him in his wonderful work."

(Signed) ONE WHO WAS CURED.

Changes in Insurance Laws

Owing to the fact that we are still without printing services because of the printers' strike here in Cleveland, which makes it very indefinite as to when the new By-laws and Constitution will be printed and sent out, I am giving below a brief synopsis of the laws adopted or changed at the recent Convention of the Locomotive Engineers' Mutual Life & Accident Insurance Association.

The three most important changes are as follows:

1st: A reduction of 20% in the Indemnity Insurance rates, which will go in force and be applicable to the fourth quarter of 1921. Specifically speaking, October 1st, consequently you will collect a reduced premium in the month of September for the October quarter. The new rates will be furnished you in the new By-laws, if we can get them printed in time, otherwise we will get out a circular letter giving you the rates to collect.

2nd: All certificates continuously in force for forty (40) years or more will be paid-up certificates from and after July 1st, 1921. You will be notified next week, the names of members in

your Division who, if any, have a continuous membership of forty (40) years or more, and you will collect their certificates and send them in to the Home Office that we may stamp on them the words that will indicate they are paid-up certificates. And thereafter you will not collect any further insurance assessments from these Brothers holding certificates that have run continuously forty (40) years or more.

3rd: The class of persons that can be designated as beneficiaries in the Regular Insurance, Indemnity and Sick Benefit Insurance by certificate holders as per Section 1 of said laws, to read



BRO. W. E. FUTCH
President, B. L. E. Insurance

as follows: "Wife, relative by blood to the fourth degree, father-in-law, mother-in-law, son-in-law, daughter-in-law, step-father, stepmother, stepchildren, children by legal adoption, a person or persons dependent upon the insured, or the (G. I. A) Widows' and Orphans' Fund," said change to conform to the Ohio state laws.

REGULAR INSURANCE LAWS

Section 15: Which provides that Secretaries "Shall make all remittances in either New York exchange, cashier's

check, certified check, postoffice or express money orders, OR PERSONAL CHECKS ON THE B. OF L. E. CO-OPERATIVE NATIONAL BANK."

Section 18: Defining the position of members of a Division whose charter has been suspended, classing them **THE SAME AS EXPELLED MEMBERS**, until such time as they have transferred their B. of L. E. membership to some other Division, or the charter of the suspended Division is restored and such members reinstated therein.

Section 19: Making plain the provision that "Any member who has received payment of his certificate on account of disability may reinsure, provided he comes within the age limits and can pass the necessary physical examination, and providing that he signs a waiver releasing the Association from any liability for disabilities already sustained."

Section 35: Raising the three amounts from \$30, \$40 and \$50, to \$40, \$50 and \$60.

INDEMNITY AND BENEFIT LAWS

Section 10-Ind. and Section 10-Sick: Requires the President and General Secretary-Treasurer to cancel all certificates at 70 years of age.

Section 14-Ind. and Section 11-Sick: Authorizes the President and General Secretary-Treasurer to cancel any certificate because of a multiplicity of claims.

Section 16-Ind. and Section 18-Sick: Provision passed authorizing the Home Office to accept statements as to disability and sickness from an osteopath and chiropractor.

There are other minor changes, but the ones quoted above are the most important, and owing to the fact that the printers in Cleveland are yet on strike and no prospect of a settlement, which makes it indefinite as to when we can get the new laws published and out to the membership, we are giving you this advance information.

All changes in the laws will go into effect as soon as we can get the laws published and in the hands of the officers and members, except the new Indemnity Insurance rates and the forty (40) year paid-up certificate, which will go into effect as above indicated.

It has been decided to suspend any further efforts to put over the following new features: The Ten Year, Twenty Year, Straight Life and Funeral

Benefit Plans, and the money paid by applicants for these classes of protection has been refunded to them, through you.

W. E. FUTCH, President.

Insurance Elections

Brother W. E. Futch, President of B. L. E. insurance, a position he has held for twenty-five years, was re-elected by acclamation by the convention.

Brother J. G. Bywater, Trustee for the past three years, was named Vice President, and G. A. Pearson was again chosen Canadian Representative. Brother J. H. Welch of Atlanta, Ga., who has been a member of the Board for seventeen years, was re-elected Chairman of the Board of Trustees.

The Insurance affairs were completed on the 19th, and everything relating to that important branch of the Brotherhood was found to be in excellent condition.

Some changes were made in the insurance, chiefly recommendations of Brother Futch, all of which will be explained to the readers later.

Important Change in Pension Laws

The present law reads in part as follows:

"Article 4. Section 1.

... On and after December 31st, 1920, no application will be received from any member who has reached the age of 40 years. . . ."

The new Article 4 adopted by the Pension Association, effective July 1st, 1921, reads as follows:

"Membership in this Association shall be confined exclusively to members of the B. of L. E. who are in good standing at the time of making application, and at the time of enrollment as members. Age of applicant to be taken from B. of L. E. records, and all applications for membership must be accompanied by one month's dues, provided, however, that, after the passage of this law, no application will be received for membership in this Association from any applicant who shall have reached the age of 50 years. It is further provided, however, that all members of the B. of L. E. who are in good standing and under the age of 50 years, will be eligible to membership in this Association in

the event that they make application on or before December 31st, 1921.

"It is also provided that applicants joining the B. of L. E. after the passage of this law, will be required to make application for membership in the Pension Association within a period of one year after becoming a member of the B. of L. E. Failure to make application as outlined above forfeits all rights to membership in the Pension Association."

This new Article, as quoted above, was adopted by the Convention, and, effective July 1st, 1921, will be the law governing membership in the Pension Association. This means that the age limit is raised from 40 years to 50 years, and members under 50 years of age have from July 1st, 1921, to December 31st, 1921, to make application for membership.

It also means that anyone who is now a member of the B. of L. E., and who is under the age of 50 years, and who fails to make application before December 31st, 1921, **FOREVER FORFEITS HIS RIGHT TO BECOME A MEMBER.** He may be only 25 years of age, but failure to make application before December 31st, 1921, will forever debar him from becoming a member. Applicants for membership shall be duly accredited members of the Association from the date the fee shall have been paid to the Division Pension Secretary, and he having received a receipt for the same, unless application is rejected at the Home Office.

Your attention is also called to the fact that, under the new law adopted, effective July 1st, 1921, any applicant becoming a member of the Brotherhood of Locomotive Engineers, on and after that date, must make application for membership in the Pension Association within one year after becoming a member of the Brotherhood of Locomotive Engineers. This makes membership in the Association compulsory.

Your attention is also called to the change in Article 10, Section 1, Dues, the old law reading in part as follows:

"... All active members under the age of 30 years shall pay 50 cents per month. All active members from the age of 30 to 35 years shall pay \$1.00 per month. . . ."

The new Article reads in part as follows:

"... Dues of all active members of this Association shall be as follows:

"All active members under the age of 35 years shall pay \$1.00 per month."

The rest of the Section not changed.

You will note, from the above, that all applicants for membership in the Pension Association, on and after July 1st, 1921, who are under the age of 35 years, must pay \$1.00 per month.

We hope the officers of the Division will have this read in the Division from time to time, and it is our intention to have same called to your attention in the columns of the JOURNAL, so that there will be no excuse for any member of the Brotherhood of Locomotive Engineers not understanding the changes in the law, and not knowing that, under the new law, effective July 1st, 1921, and terminating December 31st, 1921, any member who can pass the physical examination, and who is under 50 years of age, may make application and become a member of the Pension Association.

Yours fraternally,

W. S. STONE, President

Attest:

WM. B. PRENTER,

General Secretary-Treasurer.

Gary Sowing Open Shop Propaganda in Syracuse University

E. H. Gary, head of the United States Steel Corporation, preached the doctrine of the "open shop" to the students of Syracuse University at the commencement exercises on June 13.

Mr. Gary laid much stress upon the greater freedom the "open shop" system afforded the workman, under which he was "free to take employment upon terms and conditions voluntarily agreed upon between the employee and the employer."

He of course assumed, as all of his kind do, to speak for the American people of whom he said a great majority were in favor of the "open shop; the open sea; open covenants with other nations and open discussion of proper questions." Yes, he impressed upon the students the idea that we should do things open and above board, the very thing which he, as head of the U. S. Steel Corporation, is today contending against. By the open shop system, the steel corporation would—through its department heads, bargain separately with

each individual employee and would drive as hard a bargain as the state of the labor market, or the helplessness of the workman or job seeker, would permit, and yet Mr. Gary has the monumental nerve to call that an "open and above board" system.

It is a hobby of leading employers of labor to sow anti-union labor propaganda in the minds of the young college students. Since the colleges are largely supported by endowments from the capitalistic class the students are to an extent obligated to pay respectful attention to what they are told, a situation which take advantage of, for nowhere else can the latter command the attention of an intelligent audience to a kind of logic which ignores the first and every other principle of equity and fair play.

Government Ownership of Basic Industries a Possibility of the Near Future

The convention of the American Federation of Labor went on record as being favorable to government ownership of railroads, and to have control of the coal mines and steel industries as well. This is the most sweeping program of industrial democracy yet proposed by the Federation or any other organized labor body. The coal miners want a system that will give them a voice and they have pledged themselves through their leader, John L. Lewis, that the 400,000 members in the United Mine Workers of America will support the railroad brotherhoods in their fight for democratic control of the railroads that they may also have a voice in their own affairs.

The proper management of those great basic industries means so much to our future as a nation, that it is necessary they be taken out of the hands of private capital and operated for public service in the interest of all the people instead of for private gain to enrich the few.

An engineer and fireman on a trans-continental train left their engine recently to rescue from a burning farmhouse near Cochrane, Ontario, an invalid mother and her son. The boy jumped from the second story into their arms.

Although only two peaks of the Alps are over 15,000 feet in height, there are dozens exceeding 12,000 feet.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 455-459

SERIES T

Office of Association, Room 1136, B. of L. E. Bldg.
Cleveland, Ohio, June 1, 1921.

To the Division Secretaries L. E. M. L. and A. L. A.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 135, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid.

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Am't of Ins. | To Whom Payable |
|--------------|---------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|--------------------------|
| 358 | Albert J. McDevitt. | 47 | 136 | June 4, 1919 | Mar. 1, 1921 | Pneumonia | \$1500 | Stella McDevitt, w. |
| 359 | J. H. Pine | 74 | 639 | Dec. 3, 1894 | April 4, 1921 | Nephritis | 1500 | Maggie W. Pine, w. |
| 390 | A. S. McAllister. | 70 | 261 | Jan. 2, 1888 | April 10, 1921 | Dropsy | 4500 | Daughters. |
| 361 | G. W. Gilbert | 75 | 46 | Oct. 1, 1880 | April 10, 1921 | Gall Stones | 3000 | Emmie Gilbert, w. |
| 362 | F. N. Thierfelder | 52 | 517 | Sept. 18, 1920 | April 12, 1921 | Right leg amputated | 1500 | Self. |
| 363 | J. P. Turner | 59 | 45 | July 8, 1900 | Feb. 25, 1920 | Blind right eye | 1500 | Self. |
| 364 | W. M. Ball | 44 | 478 | Dec. 24, 1896 | Mar. 15, 1921 | Lobar pneumonia | 3000 | Adrian A. Pierson, c. |
| 365 | Pat. J. Tobin | 45 | 90 | May 16, 1920 | April 8, 1921 | Lobar pneumonia | 1500 | Mary C. Tobin, w. |
| 366 | Lawrence Barry | 69 | 400 | July 28, 1897 | April 8, 1921 | Acute Bright's disease | 1500 | Mary Barry, w. |
| 367 | W. J. Hayes | 44 | 43 | Jan. 11, 1904 | April 13, 1921 | Suicide | 3000 | Ella Hayes, M. |
| 368 | F. Feeney | 58 | 693 | Sept. 15, 1902 | April 9, 1921 | Chronic myocarditis | 1500 | Pauline P. Feeney, w. |
| 369 | B. S. Griswold | 45 | 244 | Dec. 2, 1917 | April 12, 1921 | Acute dilatation of heart | 3000 | Florence A. Griswold, w. |
| 370 | E. T. Coffman | 45 | 237 | Dec. 20, 1909 | Mar. 31, 1921 | Insanity | 1500 | Emma J. Coffman, w. |
| 371 | Edw. Lambert | 77 | 388 | Dec. 2, 1888 | April 8, 1921 | Senility | 3000 | Marie C. Lambert, w. |
| 372 | W. H. Griffin | 60 | 433 | Nov. 11, 1900 | April 7, 1921 | Hemiplegia | 3000 | Mary Griffin, w. |
| 373 | E. A. Griffin | 65 | 731 | Feb. 10, 1890 | April 13, 1921 | Heart disease | 3000 | Emma L. Bristin, w. |
| 374 | J. C. McClelland | 45 | 325 | Jan. 27, 1898 | April 12, 1921 | Cerebral hemorrhage | 3000 | Nannie McClelland, w. |
| 375 | R. E. Wellington | 60 | 77 | Mar. 5, 1905 | April 13, 1921 | Cerebral meningitis | 1500 | Grace M. Rhodes, s. |
| 376 | Geo. C. Kunkler | 42 | 16 | Mar. 11, 1911 | April 1, 1921 | Pulmonary embolism | 3000 | Mary Kunkler, w. |
| 377 | R. C. Hull | 72 | 536 | Aug. 29, 1891 | April 20, 1921 | Arterio sclerosis | 1500 | Amy Hull, w. |
| 378 | W. M. King | 61 | 745 | Nov. 21, 1886 | April 20, 1921 | Diabetes | 1500 | Arpha E. King, w. |
| 379 | Thos. Kearney | 66 | 94 | Sept. 28, 1896 | April 7, 1921 | Myocarditis | 750 | Frank Kearney, b. |
| 380 | Jos. N. Duquet | 44 | 388 | Sept. 5, 1909 | April 18, 1921 | Periculous anemia | 3000 | Delphine Duquet, w. |
| 381 | John Cassell | 77 | 34 | May 1, 1869 | April 17, 1921 | Arterio sclerosis | 4500 | Mary E. Cassell, w. |
| 382 | W. H. Daugherty | 51 | 325 | April 20, 1892 | April 22, 1921 | Carcinoma of face & neck | 1500 | Nora E. Daugherty, w. |
| 383 | S. J. Fero | 47 | 69 | Oct. 21, 1900 | April 10, 1921 | General septicemia | 1500 | Florence B. Fero, w. |
| 384 | Geo. Moore | 68 | 260 | July 30, 1891 | April 18, 1921 | Diabetes | 1500 | Maggie Moore, w. |
| 385 | W. H. Duffy | 43 | 540 | Nov. 21, 1903 | Feb. 24, 1921 | Killed | 1500 | Mary A. Duffy, w. |
| 386 | L. M. Hayes | 48 | 782 | Mar. 12, 1900 | April 14, 1921 | Killed | 3000 | Marie Hayes, w. |
| 387 | W. F. Padden | 46 | 263 | May 27, 1906 | Mar. 30, 1921 | Lobar pneumonia | 4500 | Bertha A. Padden, w. |
| 388 | Lawrence King | 47 | 399 | Jan. 28, 1912 | Mar. 22, 1921 | Pneumonia | 1500 | Lillian B. King, w. |
| 389 | P. B. Jacobs | 38 | 473 | April 21, 1908 | April 14, 1921 | Right leg amputated | 4500 | Self |
| 390 | Chas. J. Phillips | 44 | 518 | Dec. 18, 1904 | April 18, 1921 | Killed | 1500 | Ida M. Phillips, w. |
| 391 | M. A. Lyman | 62 | 77 | Mar. 24, 1887 | April 15, 1921 | Carcinoma of pancreas | 1500 | Dora Lyman, w. |
| 390 | W. B. Shover | 69 | 74 | Sept. 6, 1897 | April 22, 1921 | Chronic parenchymatous | 3000 | Retta Shover, w. |
| 393 | Wm. H. Smith | 78 | 27 | June 18, 1893 | April 20, 1921 | Bulbar paralysis | 1500 | Sons & Daughters. |
| 394 | Geo. W. You | 60 | 730 | Nov. 14, 1901 | April 25, 1921 | Diabetes | 1500 | Mary E. You, w. |
| 395 | Frank E. Paine | 48 | 572 | Dec. 18, 1910 | April 25, 1921 | Killed | 1500 | Laura J. Paine, w. |
| 396 | Edw. Sweeney | 36 | 544 | Jan. 17, 1916 | April 20, 1921 | Killed | 1500 | Mary E. Sweeney, w. |
| 397 | E. A. Cowheard | 44 | 13 | June 19, 1904 | April 5, 1921 | Paresis | 4500 | Atta Cowheard, w. |
| 398 | R. Kennedy | 65 | 149 | July 24, 1894 | Feb. 23, 1920 | Blind left eye | 1500 | Self. |
| 399 | W. F. Lowe | 52 | 57 | Jan. 17, 1913 | April 21, 1921 | Pulmonary tuberculosis | 1500 | Alice M. Lowe, w. |
| 400 | M. L. Vanarsdale | 72 | 397 | Oct. 11, 1883 | April 24, 1921 | Cerebral thrombosis | 3000 | Lizzie Vanarsdale, w. |
| 401 | W. J. Bell | 61 | 822 | April 16, 1889 | Mar. 21, 1921 | Myocarditis | 750 | Sarah A. Bell, w. |
| 402 | J. W. Coulter | 61 | 546 | April 11, 1890 | April 14, 1920 | Blind left eye | 1500 | Self. |
| 403 | J. K. Faunt Le Roy | 51 | 736 | Oct. 11, 1903 | April 25, 1921 | Cancer | 3000 | Mattie Faunt Le Roy, w. |
| 404 | C. J. Arnold | 39 | 616 | Feb. 12, 1918 | April 15, 1921 | Killed | 3000 | Bessie Arnold, w. |
| 405 | John A. Ross | 77 | 371 | May 18, 1888 | April 28, 1921 | Acute cardia dilatation | 1500 | Mina Ross, w. |
| 406 | Mont. Searles | 62 | 165 | Mar. 3, 1902 | April 25, 1921 | Shock from op'n tumor | 1500 | Mary T. Searles, w. |
| 407 | C. J. Pinkney | 82 | 3 | Aug. 6, 1889 | April 29, 1921 | Chronic myocarditis | 4500 | Mabel R. Pinkney, w. |
| 408 | F. W. Shultz | 39 | 46 | Jan. 29, 1914 | April 22, 1921 | General Paralysis | 1500 | Clara Shultz, w. |
| 409 | L. A. Durr | 40 | 171 | Mar. 5, 1916 | April 14, 1921 | Killed | 1500 | Sister and Brother |
| 410 | T. M. Dailey | 41 | 599 | Mar. 24, 1906 | April 23, 1921 | Killed | 1500 | Agnes Dailey, w. |
| 411 | John M. Brown | 64 | 230 | Jan. 6, 1901 | April 25, 1921 | Acute indigestion | 1500 | Sallie E. Brown, w. |
| 412 | Geo. W. McKim | 53 | 398 | Aug. 15, 1899 | April 27, 1921 | Pleurisy | 3000 | Ella McKim, w. |
| 413 | Geo. Gumpert | 73 | 177 | April 27, 1886 | April 28, 1921 | Cardiac decompensation | 4500 | Rachel Gumpert, w. |
| 414 | A. P. Helmar | 72 | 47 | Dec. 14, 1896 | April 30, 1921 | Killed | 3000 | Minnie Helmar, w. |
| 415 | C. H. Coggin | 63 | 61 | July 14, 1902 | April 23, 1921 | Broncho pneumonia | 750 | Frank M. Coggin, b. |
| 416 | C. F. Miller | 41 | 185 | April 17, 1910 | April 23, 1921 | Killed | 1500 | Anna Miller, w. |

| Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Am't of Ins. | To Whom Payable |
|---------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|-------------------------|
| A. J. Crockett | 38 | 785 | Oct. 18, 1920 | April 11, 1921 | Peritonitis | 3000 | Mother and Wife. |
| R. E. Nave | 52 | 197 | Jan. 9, 1896 | April 9, 1921 | Angina pectoris | 4500 | Lillie M. Nave, w. |
| Edw. Nugent | 69 | 342 | Nov. 20, 1887 | May 4, 1921 | Cerebral hemorrhage | 3000 | Mary J. Nugent, w. |
| Andrew Dunnire | 57 | 325 | Feb. 6, 1893 | April 29, 1921 | Killed | 1500 | L. C. Dunnire, w. |
| David Leidy | 63 | 459 | June 8, 1892 | May 3, 1921 | Acute dilatation | 1500 | Sarah C. Leidy, w. |
| W. D. Randall | 47 | 507 | Mar. 30, 1908 | May 4, 1921 | Killed | 3000 | Elizabeth Randall, w. |
| Alex Thomson | 67 | 35 | April 18, 1892 | April 30, 1921 | Valvular heart disease | 3000 | Robert L. Thomson, s. |
| S. S. Cobb | 59 | 166 | April 10, 1889 | April 22, 1921 | Gangrene of left hip | 1500 | Daughters |
| Robert Wiggins | 72 | 208 | Mar. 2, 1882 | April 27, 1921 | Blind right eye | 4500 | Self. |
| Geo. B. McIntosh | 46 | 130 | Jan. 8, 1907 | May 2, 1921 | Left leg amputated | 1500 | Self. |
| C. D. Smith | 72 | 327 | June 7, 1891 | May 5, 1921 | Chronic myocarditis | 4500 | Ella Smith, w. |
| J. B. Goutz | 60 | 210 | July 8, 1893 | Mar. 21, 1921 | Infection gall bladder | 1500 | Lydia J. Goutz, w. |
| E. H. Kensler | 42 | 784 | Aug. 15, 1912 | Mar. 23, 1921 | Diabetes | 1500 | Daughters and Son. |
| J. W. Iry | 62 | 211 | Mar. 17, 1892 | May 1, 1921 | Nephritis | 1500 | Florence A. Iry, w. |
| W. F. Kerr | 64 | 239 | Sept. 30, 1901 | April 18, 1921 | Paralysis | 3000 | Ether Kerr, w. |
| J. L. Allison | 48 | 652 | Mar. 25, 1900 | April 22, 1921 | Influenza | 1500 | Annie Allison |
| Wm. McKee | 56 | 259 | Oct. 28, 1901 | May 4, 1921 | Chronic myocarditis | 3000 | Daughters. |
| J. C. Irving | 56 | 53 | May 11, 1903 | May 6, 1921 | Chr. pulmon'y flariosis | 1500 | Children |
| J. J. Jennings | 67 | 314 | Mar. 31, 1884 | April 8, 1921 | Encephalitis | 7000 | Hulda Jennings, w. |
| Frank E. Kilpatrick | 67 | 58 | May 20, 1901 | May 5, 1921 | General debility | 1500 | Clara E. Kilpatrick, w. |
| M. S. Church | 57 | 879 | June 18, 1903 | April 7, 1921 | Right eye removed | 1500 | Self. |
| R. L. Vining | 52 | 210 | April 14, 1905 | April 14, 1921 | Pneumonia | 1500 | Freddie L. Vining, w. |
| Wm. Gillesby | 44 | 413 | Nov. 19, 1916 | April 25, 1921 | Paralysis | 1500 | Anna Gillesby, w. |
| Taswell Smith | 41 | 854 | May 25, 1909 | April 7, 1921 | Killed | 1500 | Mary A. Smith, H. Sist. |
| Jefferson Cornett | 40 | 147 | Jan. 16, 1905 | April 11, 1921 | Killed | 4500 | Eldora Cornett, w. |
| Chas. E. Hutcheson | 33 | 674 | Feb. 20, 1916 | April 18, 1921 | Heart disease | 1500 | Chas. E. Hutcheson, s. |
| John F. Myers | 49 | 868 | Oct. 31, 1918 | April 19, 1921 | Acute nephritis | 1500 | Lizzie Myers, w. |
| Allen R. Webb | 56 | 96 | June 2, 1907 | April 24, 1921 | Killed | 2000 | Mary Webb, w. |
| Chas. R. Brown | 51 | 448 | May 2, 1900 | April 30, 1921 | Killed | 2000 | Cornelius R. Brown, s. |
| P. D. Corrigan | 62 | 241 | Sept. 25, 1889 | April 30, 1921 | Cerebral hemorrhage | 1500 | Sons and Daughter |
| J. C. Carter | 35 | 448 | Jan. 29, 1911 | May 1, 1921 | Killed | 2000 | Mrs. M. J. Carter, m. |
| F. L. Bates | 75 | 161 | Nov. 19, 1880 | May 3, 1921 | Carcinoma of stomach | 4500 | Mrs. A. Bates, w. |
| Geo. H. Wallace | 46 | 702 | Nov. 5, 1906 | May 5, 1921 | Heart disease | 1500 | Dora M. Wallace, w. |
| Daniel McGlynn | 47 | 71 | May 1, 1916 | May 6, 1921 | Chronic endocarditis | 1500 | Kate McGlynn, w. |
| Geo. H. Seymour | 60 | 571 | Feb. 7, 1904 | May 7, 1921 | Arterio sclerosis | 2000 | Emma L. Seymour, w. |
| L. Wright | 63 | 538 | June 23, 1901 | May 7, 1921 | Carcinoma | 1500 | Nellie M. Wright, w. |
| Col. E. Brown | 53 | 345 | Feb. 23, 1907 | May 8, 1921 | Apoplexy | 2000 | Jane M. Brown, w. |
| John Finley | 61 | 554 | Mar. 27, 1889 | May 9, 1921 | Nephritis | 7000 | Daughters. |
| G. W. Vroman | 80 | 88 | June 14, 1880 | May 9, 1921 | Pneumonia | 2000 | Wife and Children. |
| John F. Word | 50 | 471 | April 22, 1903 | May 9, 1921 | General paresis | 4500 | Lizzie Word, w. |
| E. C. Alexander | 53 | 436 | Jan. 25, 1912 | May 9, 1921 | Cerebral apoplexy | 3000 | Emey Alexander, w. |
| Frank W. Lewis | 54 | 852 | Sept. 16, 1902 | May 11, 1921 | Phthisis pulmonitis | 1500 | Mrs. N. D. Lewis, w. |
| John H. Gerfin | 50 | 75 | June 2, 1901 | May 11, 1921 | Cerebral apoplexy | 1500 | Minnie Gerfin, w. |

Total number of Death Claims..... 94
Total number of Disability Claims..... 8

Total amount of claims, \$237,750.00

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If anyone can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, beneficiary of our late Brother, J. F. Conrad; amount due, \$464.04.
Mary Agnes Hayes, beneficiary of our late Brother, Wm. E. Hayes; amount due, \$732.00.

James Powers, beneficiary of our late Brother, Michael Powers; amount due, \$136.37.

Ms. Laura Thorp, beneficiary of our late Brother, F. B. Reynolds; amount due, \$1500.

Ms. J. A. Tanner, beneficiary of our late Brother, H. M. Robinson; amount due, \$1500.

Annie Showers, beneficiary of our late Brother, S. E. Ferguson; amount due, \$1436.50.

Ann McGinnis, beneficiary of our late Brother, W. J. Kelley; amount due, \$1337.52.

Henry Hein, beneficiary of our late Brother, John Hein; amount due, \$1481.40.

NOTICE TO INDEMNITY POLICY HOLDERS

The Third Quarterly Premium for 1921 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before June 30, 1921. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity Law, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

NOTICE TO SICK BENEFIT CERTIFICATE HOLDERS

The Third Quarterly Premium for 1921 on your Sick Benefit Insurance is due and payable to your Insurance Secretary on or before June 30, 1921. Failure on your part to pay this Sick Benefit Premium, as provided in Section 23, Page 14 of the New Feature By-Laws, will lapse your certificate and leave you unprotected. Be "on time."

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1867, 1869, 1878, 1879, 1881, 1883, we would like to purchase them.

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

Statement of Membership

| For April, 1921 | | | | | | |
|---------------------------------------------------------------------------------|--------|---------|---------|---------|---------|---------|
| Classified represents | \$ 750 | \$1,500 | \$2,250 | \$3,000 | \$3,750 | \$4,500 |
| Total membership March 31st..... | 1,287 | 54,107 | 99 | 23,954 | 4 | 5,566 |
| Applications and reinstatements received during the month..... | | 333 | .... | 159 | .... | 46 |
| Total | 1,287 | 54,445 | 99 | 24,113 | 4 | 5,612 |
| From which deduct certificates terminated by death, accident or otherwise | 5 | 188 | .... | 51 | .... | 9 |
| Total membership April 30th..... | 1,282 | 54,257 | 99 | 24,062 | 4 | 5,603 |
| Grand Total | | | | | | 85,307 |

Financial Statement

Cleveland, Ohio, May 1, 1921.

Mortuary Claim Fund

| | |
|-------------------------------------------------------|---------------|
| Balance on hand April 1, 1921..... | \$ 621,605.32 |
| Received from assessments Nos. 172-76..... | \$243,801.31 |
| Received from members carried by the Association..... | 1,311.50 |
| Interest from Bank..... | 1,366.50 |
| | \$247,199.31 |
| Total | \$ 868,804.63 |
| Paid in claims..... | 223,388.00 |
| Balance on hand April 30, 1921..... | \$ 645,416.63 |

Mortuary Expense Fund

| | |
|-------------------------------------|---------------|
| Balance on hand April 1, 1921..... | \$ 109,607.83 |
| Bonds | 13,124.44 |
| Received from fees..... | \$ 594.83 |
| Received from 2% | 5,371.14 |
| Interest from Bank..... | 1,224.42 |
| | \$ 7,190.39 |
| Total | \$ 129,922.66 |
| Expense for April..... | 6,139.48 |
| Balance on hand April 30, 1921..... | \$ 123,783.18 |

Special Mortuary Fund

| | |
|-------------------------------------|----------------|
| Balance on hand April 1, 1921..... | \$ 665,950.59 |
| Bonds | 1,549,025.56 |
| Received in April..... | \$ 27,855.94 |
| Interest from Bank..... | 19,063.20 |
| | \$46,919.14 |
| Balance on hand April 30, 1921..... | \$2,261,895.29 |

Indemnity Claim Fund

| | |
|-------------------------------------|---------------|
| Balance on hand April 1, 1921..... | \$ 157,268.82 |
| Premium received | \$ 78,806.78 |
| Interest from Bank..... | 641.89 |
| | \$ 79,448.67 |
| Total | \$ 236,717.49 |
| Paid in claims..... | 16,806.27 |
| Balance on hand April 30, 1921..... | \$ 219,911.22 |

Indemnity Expense Fund

| | |
|-------------------------------------|--------------|
| Balance on hand April 1, 1921..... | \$ 32,041.14 |
| Received from fees..... | \$ 11.99 |
| Received from 5% | 4,147.69 |
| | \$ 4,159.68 |
| Total | \$ 36,200.82 |
| Expense for April..... | 1,485.13 |
| Balance on hand April 30, 1921..... | \$ 34,715.69 |

SPECIAL NOTICES

Anyone knowing the whereabouts of Hugh Hambleton, of Division 819, who recently returned from France, will confer a great favor by corresponding with T. M. Waters, Secretary-Treasurer Division 819, 225 Mt. Vernon Ave., Portsmouth, Virginia, or Mr. Foster, care A. C. L. Railway, Portsmouth, Virginia.

George O. Stonefield, Division 299, 61 years old, left his home in Amarillo, Texas, five years ago and his family have not heard from him in all that time. It is requested that any information anyone can give regarding him be sent to L. B. Larsen, Secretary of Insurance, Division 299, 1509 Polk street, Amarillo, Texas.

Traveling card issued to Bro. C. C. Livingston, of Division 546, on April 28th, has been stolen. If presented kindly take up and return to C. C. Livingston, 301 N. Temple avenue, Indianapolis, Ind.

OBITUARIES

Sandusky, Ohio, April 29, heart failure, Bro. C. J. Pinkney, member of Div. 3.

San Pedro, Cal., April 20, calcification of coronary artery, Bro. A. A. Elliott, member of Div. 5.

St. Paul, Minn., April 5, general paresis, Bro. Edward A. Cowherd, member of Div. 13.

Buffalo, N. Y., April 27, apoplexy, Bro. Giles A. Hosmer, member of Div. 15.

Freeport, Ill., April 20, paralysis, Bro. Wm. Smith, member of Div. 27.

Cleveland, Ohio, April 17, paralysis, Bro. John Cassell, member of Div. 34.

Meadville, Pa., April 13, suicide, Bro. W. J. Hayes, member of Div. 43.

Albany, N. Y., April 10, peritonitis, Bro. Geo. W. Gilbert, member of Div. 46.

Hornell, N. Y., April 30, killed, Bro. O. P. Helmer, member of Div. 47.

Providence, R. I., April 21, tuberculosis, Bro. Willard F. Lowe, member of Div. 57.

Carbondale, Pa., May 5, heart trouble, Bro. Frank Kilpatrick, member of Div. 58.

Everett, Mass., April 23, heart failure, Bro. Chas. H. Coggin, member of Div. 61.

London, Ont., April 25, hemorrhage of brain, Bro. Robt. Hornsby, member of Div. 68.

Sioux City, Iowa, April 10, septic poisoning, Bro. S. J. Fero, member of Div. 69.

Bridgeport, Conn., April 15, pneumonia, Bro. M. A. Lyman, member of Div. 77.

Danbury, Conn., April 13, cerebral meningitis, Bro. Robt. E. Wellington, member of Div. 77.

Pottsville, Pa., April 8, lobar pneumonia, Bro. P. J. Tobin, member of Div. 90.

Marquette, Mich., April 7, heart failure, Bro. Thos. Kearney, member of Div. 94.

Chicago, Ill., April 24, neck broken, Bro. Allen R. Webb, member of Div. 96.

Sherbrooke, P. Q., May 6, pneumonia, Bro. Mark V. Cassin, member of Div. 128.

Spokane, Wash., April 13, burns, Bro. Jefferson Cornett, member of Div. 147.

Truro, N. S., April 10, apoplexy, Bro. Robt. McDonald, member of Div. 149.

Louisville, Ky., April 25, tumor, Bro. Mont Searls, member of Div. 165.

Newark, N. J., April 14, killed, Bro. Lawrence A. Durr, member of Div. 171.

Denison, Texas, April 28, dilatation of heart, Bro. Geo. Gumpert, member of Division 177.

Fond du Lac, Wis., April 23, killed, Bro. Carl F. Miller, member of Div. 185.

San Antonio, Texas, April 9, Bro. R. E. Nave, member of Div. 197.

Atlanta, Ga., April 14, poisoned, Bro. Robt. L. Vining, member of Div. 210.

Andrews, Ind., May 1, nephritis, Bro. J. W. Iry, member of Div. 221.

Hattiesburg, Miss., April 25, acute indigestion, Bro. J. M. Brown, member of Div. 230.

Oakland, Cal., Jan. 14, heart failure, Bro. S. M. Carter, member of Div. 236.

Knoxville, Tenn., April 18, apoplexy, Bro. W. T. Kerr, member of Div. 239.

Elroy, Wis., April 30, apoplexy, Bro. P. D. Corrigan, member of Div. 241.

Corning, N. Y., April 12; heart disease, Bro. Bert Griswold, member of Div. 244.

Elkhart, Ind., Feb. 27, killed, Bro. C. Johnson, member of Div. 248.

Ashtabula, Ohio, April 18, diabetes, Bro. George Moore, member of Div. 260.

Herington, Kan., April 10, dropsy, Bro. A. S. McAllister, member of Div. 261.

Wilkes Barre, Pa., March 30, pneumonia, Bro. M. F. Padden, member of Div. 263.

Derry, Pa., March 21, operation, Bro. J. B. Gontz, member of Div. 310.

Florence, S. C., April 5, Bro. J. J. Jennings, member of Div. 314.

Irwin, Pa., April 29, killed, Bro. A. J. Dunmire, member of Div. 325.

Wilkinsburg, Pa., April 22, cancer, Bro. W. H. Dougherty, member of Div. 325.

Pittsburgh, Pa., April 12, paralysis, Bro. J. C. McClelland, member of Div. 325.

St. Louis, Mo., May 5, chronic myocarditis, Bro. C. D. Smith, member of Div. 327.

Philadelphia, Pa., May 4, cerebral hemorrhage, Bro. Edward Nugent, member of Div. 342.

Clarkston, Wash., Dec. 14, pneumonia, Bro. J. W. Lippe, member of Div. 357.

E. Las Vegas, N. M., April 27, old age, Bro. John A. Ross, member of Div. 371.

Limolou, P. Q., April 28, hemorrhage, Bro. J. N. Duquet, member of Div. 388.

Brandon, P. Q., April 8, old age, Bro. Edward Lambert, member of Div. 388.

Omaha, Neb., April 24, senility, Bro. Martin L. Vanarsdale, member of Div. 397.

Los Angeles, Cal., April 26, pulmonary tuberculosis, Bro. George McKim, member of Div. 398.

Roanoke, Va., May 1, cancer, Bro. T. B. Crouch, member of Div. 401.

Cairo, Ill., April 8, acute Bright's disease, Bro. Lawrence Barry, member of Div. 400.

Sandstone, Minn., April 25, general paralysis, Bro. Wm. Gillesby, member of Div. 413.

Hoisington, Kan., April 7, apoplexy, Bro. H. W. Griffin, member of Div. 433.

Bluefield, W. Va., April 30, killed, Bro. C. R. Brown, member of Div. 448.

Bluefield, W. Va., May 1, killed, Bro. J. C. Carter, member of Div. 448.

Harrisburg, Pa., May 3, myocarditis, Bro. David Leidy, member of Div. 459.

Smithville, Texas, April 24, killed, Bro. W. E. Pearsons, member of Div. 475.

Schuyler Lake, N. Y., March 15, pneumonia, Bro. Wm. Ball, member of Div. 478.

Tiffin, Ohio, April 8, valvular heart disease, Bro. J. H. Mathews, member of Div. 493.

Monett, Mo., May 4, killed, Bro. W. D. Randell, member of Div. 507.

Palmerston, Ont., April 18, killed, Bro. Chas. J. Phillips, member of Div. 518.

Antigo, Wis., April 20, pleurisy, Bro. R. C. Hull, member of Div. 536.

Manchester, N. Y., April 20, killed, Bro. Edwin Sweeney, member of Div. 544.

Charney, P. Q., April 28, killed, Bro. Fred Goddard, member of Div. 558.

Springfield, Mass., May 7, shock, Bro. G. H. Seymour, member of Div. 571.

Woodsville, N. H., April 25, killed, Bro. Frank E. Paine, member of Div. 572.

Spokane, Wash., March 10, heart failure, Bro. Otto Donaldson, member of Div. 576.

New York City, April 15, heart disease, Bro. M. L. Scutt, member of Div. 589.

Sewickley, Pa., May 6, heart trouble, Bro. H. L. Hamilton, member of Div. 590.

Willow Springs, Mo., April 19, uremic poison, Bro. C. K. Tallafarro, member of Div. 595.

San Diego, Cal., April 29, pneumonia, Bro. F. M. Lough, member of Div. 598.

Shreveport, La., April 23, boiler explosion, Bro. T. M. Dailey, member of Div. 599.

Purdue, Mo., April 15, struck by lightning, Bro. C. J. Arnold, member of Div. 616.

Dunellen, N. J., April 26, cerebral hemorrhage, Bro. George Cameron, member of Div. 637.

Farmingdale, N. J., April 4, nephritis, Bro. J. H. Pine, member of Div. 639.

Cicero, Ill., April 20, cancer, Bro. E. H. Jacobs, member of Div. 645.

Brunswick, Ga., Oct. 25, 1920, killed, Bro. W. A. Potter, member of Div. 649.

Tamaqua, Pa., April 22, influenza, Bro. J. L. Allison, member of Div. 652.

New Orleans, La., April 9, heart trouble, Bro. Frank T. Feeney, member of Div. 693.

Columbus, Miss., April 30, killed, Bro. W. M. Woodall, member of Div. 719.

Juanita, Pa., April 25, diabetes, Bro. G. W. Yon, member of Div. 730.

Owosso, Mich., May 4, heart failure, Bro. George A. Wallace, member of Div. 702.

Kingsville, Texas, April 13, cardiac insufficiency, Bro. H. A. Brisbin, member of Div. 731.

Wichita Falls, Texas, April 25, cancer, Bro. J. K. FauntLeRoy, member of Div. 736.

Knoxville, Tenn., April 14, concussion of brain, Bro. L. M. Hayes, member of Div. 782.

Roanoke, Va., April 11, operation, Bro. A. J. Crockett, member of Div. 785.

Seattle, Wash., March 18, tuberculosis, Bro. John Scanlon, member of Div. 798.

Seattle, Wash., April 23, tuberculosis, Bro. J. L. Holmes, member of Div. 798.

Savannah, Ga., April 30, acute indigestion, Bro. A. L. Swift, member of Div. 803.

Hanna, Alta, Can., April 7, killed, Bro. Taswell Smith, member of Div. 854.

Brooklyn, N. Y., April 19, influenza, Bro. John F. Myers, member of Div. 868.

Lima, Mont., March 27, hardening of arteries, Bro. George Palmer, member of Div. 870.

Philadelphia, Pa., April 13, cancer, Mrs. George Armstrong, widow of our late Bro. George E. Armstrong, Div. 883.

Springville, Utah, April 18, George Piper, father of Bro. H. E. Piper, member of Div. 713.

Philadelphia, Pa., pneumonia, Mrs. Mary A. Garaghty, wife of Bro. W. A. Garaghty, member of Div. 883.

ADMITTED BY TRANSFER CARD

Into Div.

23—C. E. Sullivan, from Div. 485.

47—Geo. H. Beebe, from Div. 304.

57—Arthur E. Place, from Div. 348.

68—W. Campbell, W. John, from Div. 240.

89—E. Peacock, from Div. 118.

111—W. J. Wallace, from Div. 453.

T. J. Allen, from Div. 764.

133—D. H. Buchner, from Div. 679.

160—John Brear, Jr., from Div. 886.

167—W. B. Hammer, from Div. 329.

203—W. Rosendahl, from Div. 200.

228—Dan Curran, from Div. 324.

239—H. A. Ragle, from Div. 140.

283—O. B. Hudson, from Div. 856.

293—C. R. Johnston, from Div. 735.

295—L. E. W. Bailey, from Div. 510.

303—Chas. Brink, Hugh Burgess, H. J. Fulton, J. H. Hulse, A. W. McCawley, P. H. Phelps, G. R. Patrick, T. E. Thomas, from Div. 213.

325—John T. Neal, from Div. 287.

Jas. G. Houston, from Div. 772.

345—B. M. Swank, from Div. 659.

357—F. J. McKeever, from Div. 180.

366—Wm. Corcoran, from Div. 680.

371—W. A. Lane, from Div. 591.

395—Geo. W. Winters, from Div. 349.

396—Edward Leat, from Div. 391.

418—E. M. Winchester, from Div. 112.

441—H. E. Buchanan, from Div. 14.

453—M. Cranford, from Div. 796.

Into Div.

492—J. B. Barnes, C. D. Berryman, E. E. Blaine, H. H. Bradley, C. M. Brown, F. E. Brown, G. Burkholder, O. P. Coleman, R. F. Collins, A. Cook, John Cunningham, R. E. David, Chas. Dawson, F. E. Drake, R. D. Dykman, Guy D. Estell, E. J. Esterley, J. F. Fahring, G. E. Ferguson, E. H. Fox, J. H. Greaser, G. R. Henderson, P. M. Howell, C. B. Jones, J. B. Kelley, Wm. A. Knecht, P. Leonard, John Ludden, E. McClure, J. McCormick, Jr., R. R. McDonald, I. E. Miller, C. A. Moore, J. G. Nyberg, L. A. Ogden, F. C. Owens, C. B. Royce, E. J. Shaunnassy, E. H. Smith, W. J. Stone, L. Stonehouse, J. L. Toogood, C. W. Wilber, J. D. Williams, J. C. Wilson, W. Winegarden, W. Gardner, Geo. Worden, G. C. West, P. W. Yaudon, from Div. 286.

509—E. Meades, from Div. 76.

540—Frank Searles, from Div. 392.
J. T. Brown, G. W. Ellis, C. A. Fagerstrom, Harry Fairleigh, F. J. Hanover, John Hardman, D. McDonald, R. C. Merchant, E. L. Reynolds, A. J. True, J. J. White, from Div. 576.

Wm. Thompson, from Div. 798.

553—Earl D. Brown, from Div. 499.

565—Jos. A. Hunter, from Div. 260.

574—R. R. FauntLeRoy, N. M. Carter, from Div. 736.

580—W. B. Willis, from Div. 420.

624—J. P. Dugan, from Div. 186.

626—John Hartnett, from Div. 416.

632—B. Matsh, from Div. 738.

636—W. B. Conley, from Div. 863.

649—A. W. Gill, C. W. Dillard, from Div. 648.

W. H. Coleman, from Div. 706.

657—J. Lowe, from Div. 320.

658—J. W. Campbell, David Marshall, from Div. 295.

660—S. A. Renner, from Div. 766.

662—F. A. Richey, from Div. 110.

707—Geo. Buck, from Div. 71.

716—Albert Stinson, from Div. 878.

718—F. J. Allison, A. W. Brondson, J. S. Byrne, A. W. Cowdrey, P. J. Desmet, H. O. Ferring, L. H. Fry, C. W. Hill, L. E. Hukill, W. P. Jackson, L. W. Jones, John Lees, G. J. McEvoy, J. F. Melcher, N. P. I. Miller, N. Patno, J. H. Roddy, J. W. Rogers, L. M. Saxton, J. W. Smith, F. A. Vantress, O. J. Wilbert, J. H. Yenter, from Div. 443.

764—O. Kissick, from Div. 95.

766—Chas. A. Cochrane, from Div. 660.

769—S. J. Craig, from Div. 314.

798—Robt. O. Miles, Wm. Thompson, from Div. 540.

812—W. S. Schaeffer, from Div. 652.

823—G. C. McCray, from Div. 309.

882—G. M. Bradley, Herman Schendel, from Div. 66.

888—Wm. Eddins, from Div. 488.

889—Ed B. Jordan, from Div. 78.

J. M. Baulch, E. E. Bennett, H. T. Brown, R. Causey, W. G. Elrod, I. Q. Hall, H. W. Harper, Henry Houk, G. F. Hunter, W. H. Hunter, T. H. Jackson, C. P. Lacey, W. R. Lundy, J. M. McGarry, C. T. Miller, F. H. Nordlow, L. D. Rice, Wm. Sigmier, B. A. Smith,

W. B. Smith, W. F. Smith, O. Stevens, B. Wallace, S. Wood, from Div. 215.

WITHDRAWALS

From Div.

6—E. J. Young
182—D. D. Snyder
236—G. W. Daley

From Div.

769—J. W. Winn
773—R. H. Calvert
887—W. L. Shaffer

REINSTATEMENTS

Into Div.

19—E. R. Simos
23—J. G. Genero
77—C. W. Morgan
109—Frank J. Pearl
130—L. A. Simons
265—L. L. Gage
273—J. L. Stewart
284—Z. O. Graves
353—M. T. Trimper
W. O. Litchfield
363—Henry Terry

409—John T. Allen
435—W. F. Peace
437—Chas. H. Smith
486—A. H. Osborne
497—Carl A. Wiedner
Frank Zotynia

Into Div.

499—Earl D. Brown
547—J. V. Center
558—Adolph D. Huot
603—Martin Noonan
656—F. A. Moyer
C. E. Radaker
660—C. A. Cochrane
661—Frank E. Smith
665—G. F. Trout
681—Winfield F. Scott
770—W. A. Thomson
848—C. E. Voyles

The reinstatement of C. M. Fouche into Division 233, was an error in reporting to Grand Office.—Sec.-Treas. Div. 233.

EXPELLED

Non-Payment of Dues

From Div.

3—H. A. Mills
23—Ed. Coleman
J. H. Smith
Robt. Overbey
R. G. McGee
31—T. V. Gibbons
W. J. Colman
42—S. E. Shelley
61—A. A. Miner
68—Frank A. Anstie
75—H. C. Whitley
81—W. W. Morton
101—G. E. King
107—C. VanDoren
115—D. O. A. Thomas
155—A. C. Bray
161—Herbert Drake
165—A. R. Walker
174—Wm. H. Maun-der
182—J. T. O'Kelly
203—E. Padgett
227—Chas. J. Bush
230—F. M. Kaffer
239—S. D. Aderholt
261—C. E. Foster
273—Chas. B. Harrison
282—J. R. Clayton

From Div.

303—R. F. Lucas
327—W. G. Fitzsimmons
333—E. L. Bort
342—Jos. M. Wilson
354—Frank Mar
390—R. L. William.
397—Frederick Norcum
432—John A. Streetman
R. B. Rushton
H. F. Rickman
460—Geo. Schwarberg
474—K. M. Schiffman
490—Walter Ogan
526—O. P. Baxter
539—D. E. Fitzgerald
576—R. Fix
594—Meyers Peterson
601—J. Rute
639—J. Konrad
661—Wm. Hooley
696—D. L. Cleland
698—Chas. R. Layne
705—R. M. Barnes
Chas. E. Holly
C. L. Miller
John J. Reigle

Into Div.

- 735—M. W. Wood-ward
R. H. Bonk
W. A. Collins
L. B. Donaldson
767—J. L. Smith
S. M. Olson
770—F. W. Kells
W. M. Hayes
777—H. W. Bethel
786—R. G. Argo
794—G. W. Moore
867—J. J. Fitzgerald
868—Jas. Breheny
Max Goldfreid

Into Div.

- 870—C. C. Ostrander
887—G. M. Beahm
D. N. Fox
J. C. Greer
Fred Knuck-rehm
J. K. Lambert
R. W. Lockwood
M. J. Smith
O. B. Smith
V. A. Storm
P. Topeck
E. M. Whitehead
Wm. D. Williams

For Other Causes*From Div.*

- 4—G. C. Crocker, forfeiting insurance.
22—G. R. Parmentier, forfeiting insurance.
71—A. Barndt, Wm. Houser, Wm. Kinsley, Fred J. Kimble, Henry Leich, Wm. J. Miller, Frank White, forfeiting insurance.
90—M. F. Fessler, violation of obligation.
101—P. C. Bobbitt, W. E. Perry, H. B. Yates, forfeiting insurance.
120—M. Kramer, forfeiting insurance.
187—J. F. Slough, forfeiting insurance.
190—W. H. Ferguson, forfeiting insurance.
196—E. A. Comfort, forfeiting insurance.
207—A. W. Corrie, forfeiting insurance.
228—E. J. Dick, P. W. Harris, forfeiting insurance.
234—O. J. Beck, forfeiting insurance.
265—B. R. Small, R. C. Wysong, failing to correspond with Division.

- 267—J. E. Baumberger, forfeiting insurance.
271—L. M. Dawn, forfeiting insurance.
273—G. T. Williams, forfeiting insurance.
290—George Moline, forfeiting insurance.
299—Stanley Scott, violation of obligation.
340—John L. Leonard, violation Sec. 33 Statutes.
436—C. N. Gober, H. N. Sager, forfeiting insurance.
439—R. C. McDonald, violation of obligation.
478—Herman Geske, forfeiting insurance.
497—Frank E. Downes, forfeiting insurance.
571—E. A. Robertson, forfeiting insurance.
622—R. E. Munger, forfeiting insurance.
624—J. G. Hutchins, forfeiting insurance.
642—J. E. Phillips, forfeiting insurance.
682—A. L. Brown, G. I. Evans, R. M. Sinks, forfeiting insurance.
706—R. A. Smith, violation of obligation.
741—John E. Meeker, forfeiting insurance.
764—J. Chalmers, forfeiting insurance.
779—N. L. Coudriet, violation of obligation.
826—R. C. Holland, forfeiting insurance.
851—Maurice Hartley, forfeiting insurance.

The expulsion of Bro. James Lawlor from Div. 868 which appeared in the December Journal should have read non-payment of dues instead of violation of obligation.—C. T. Parker, Sec.-Treas. Div. 868.

The expulsion of G. Kendall from Division 330, which appeared in the March Journal has been declared illegal by the G. C. E.

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, 1126 ENGINEERS' BUILDING, CLEVELAND, OHIO, and it will receive prompt attention.

THE B. of L. E. JOURNAL**OLD ADDRESS**

Name -----

Division Number -----

Box or Street No. -----

P. O. ----- State -----

NEW ADDRESS

Box or Street No. -----

P. O. ----- State -----

HARVARD COLLEGE

80c 125/11

LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

Addresses by S. E. Sheppard, Pres. O. R. C.
and W. G. See, Pres. B. R. T., Before
Third Triennial Convention

Address Made Before the Third Triennial Con-
vention by Hon. Edmon Keating, Editor
and Manager of *Labor*

Report From Atlanta, Birmingham and Atlantic
Strike, by Val Fitzpatrick and
J. B. Hogsed

Insurance Laws Adopted and Changed at
Third Triennial Convention
By C. E. Richards, Secy. and Treas. B. L. E. Insurance

VOL. 55

JULY 1921

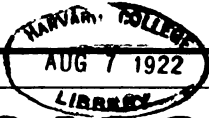
NO. 7

Tell your watch repairer
that you want no imitation
materials used in the repairing
of *your high grade watch*.

Insist upon that and note
the continued satisfaction you
will get out of your watch—
no matter what make it is.

Illinois Watch Company

—makers of the Sangamo Special
and Bunn Special railroad watches.



LOCOMOTIVE ENGINEERS JOURNAL

Entered at the Des Moines, Iowa Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917. Authorized on June 29, 1918.

Published Monthly at Cleveland, Ohio, by the E. of L. E.

C. H. SALMONS, EDITOR AND MANAGER

1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 55

JULY 1921

Number 7

**Addresses by L. E. Sheppard, President
O. R. C., and W. G. Lee, President
B. R. T., Before Third Triennial
Convention**

Brother Grand Chief and Brothers, I, first of all, want to express my pleasure of having the privilege of attending this session and trying to say a few words on behalf of the association that I am trying to represent.

I first deem it necessary to say that I have no prepared address to inflict upon you.

My special purpose for being in the city today is to inquire into the possibility of doing just what you are now doing, that is, having the Order of Railway Conductors meet here a year hence. I have been quite busy seeing the various authorities and different people in Cleveland, that it is necessary to see, on a matter of that kind.

I bring to this body the fraternal greetings of sixty thousand conductors of the Order of Railway Conductors, who wish you God speed in your work, whose aims and aspirations are much like your own and who are vitally interested in your convention, because you are the first of the four Brotherhoods to be in convention during these extremely precarious and disturbing times, which now exist. And what you may do to meet this present issue will have a great influence on what the other organizations may do.

It is needless for me to go into details as to where we are at, or why we are there, but I think we have a different

understanding of this vortex we are now in than the understanding the Jewish boy had.

The dictionary spells vortex v-o-r-t-e-x. And the definition is, "A whirlpool." The teacher asked Isaac what a vortex was, and he said, "It is the other penny you pay on an ice cream cone. That is war-tax." But unfortunately for organized labor we are in a much worse vortex than paying a slight tax. And in order to right these conditions much depends on how they are met and what we may do in regard to the same.

It goes without saying that no railroad man wants to see his compensation reduced. We have very good reasons, we believe, especially in the transportation group, why our compensation should not be reduced. We talked much less about the increased cost of living than many of our associates, because we knew full well that in the high paid class which most of us represent it would not do to meet the matter solely on the question of the cost of living, and if we did we would be caught in just the conditions which now exist when the war was over, and so, in common parlance, we would be caught on our own hook. We took care not to be caught, not to be caught on that hook.

They cannot say to an engineer or a conductor that you asked for increased compensation solely because of the increased cost of living. We asked for it, primarily because of the responsibility that these men assume, the skill required, the long years of service and of apprenticeship, which must be served,

and we hold that the present compensation regardless of the cost of living is no more than proper for the service rendered.

I am not given to finding fault with the powers that be, as to what brought this condition about. We each have our own idea perhaps. And I presume our understanding and our belief are just as right and as proper as some of the many things that are handed out in the newspaper from day to day.

Moreover, we hold that we share not in the profits of corporations. We render service. No matter how much they make, very rarely indeed do they ever turn it over to you, or to the class I represent. We have always negotiated largely on the basis of whatever we could obtain legitimately and honorably and fairly, rather than on a basis of what the railroad companies would be willing to pay.

And it is told that this organization was the pioneer in the movement of self sacrifice that conditions might improve and wages may be advanced. Your organization in the years gone by, probably lost more men per capita than all the other three put together.

In modern days we find the four standing together for self protection and in harmonious relations and peace, one with the other.

One of the Big Four, so called, is not here today, but these four men have been called czars, steam rollers, and all that sort of business. It may be true. Your Chief may have steam rolled some of you in times gone by. I might have done it to some that paid my salary. I know Lee can't escape the charge that he has done it. But what we have done to you, my Brothers, is not a circumstance to what we have done to one another.

So why we stand together and keep together, we meet everything in man fashion, and when I am out of line the other three put me in and when your Chief gets out of line, which he does once in a while—he is just as human as the rest of us—the other three put him in line, but we keep together and stay together for the common good. Thus we have accomplished, through your assistance and the rank and file of these four Brotherhoods, that which you well know.

It is no longer a question with these Brotherhoods, as I see it, as to what can be done. The whole question is what

should be done. It is no longer a question of going out to get more power; but the great question of the hour is to use the power judiciously, which you placed in our hands.

The question of strength and weakness, so far as these Brotherhoods are concerned was settled in March, 1917, when they put over the eight-hour day, if you please. From that day to this, the powers that be, no longer attempt to cope with us in the old fashioned way. They no longer meet us as man to man as we used to do. And by strength of number, if you please, or by strategic movements accomplish our purposes. They transferred their efforts to the halls of the state legislature and to Congress and little by little, they have been tying our hands most effectively. They brought about a condition where at times we tremble to use the power that you placed in our hands, and we, of necessity, have to recognize the public to a greater degree than ever before.

You are in a quasi-public employment. Unfortunately for us, if we differ to a great degree with our employers, we must discommode the public. If we don't we had better not differ because there would be no difference worth while, or nothing accomplished worth while, unless somebody were discommoded. And naturally the great public is against this, in matters of that kind.

As I said in the beginning of my few remarks we are caught in the vortex of this great whirlpool of passion, we are enveloped in and a whirlwind of prejudice and misunderstanding and propaganda, that is driven at every man who occupies a position or is a member of any labor organization, until it has come down to this, that if we would be true to ourselves, and the cause that we espouse, that we must of necessity have only one monitor, and that is the monitor that is within. And in the language of the song of the day "let our conscience be our guide." If we are right we ought to do it regardless of consequence, if we are not, we ought not do it regardless of opportunity.

I know not what may have passed in your convention, but I know you are here on serious business. I apprehend before you close you will have disposed of everything peculiar to your craft and everything for the general good of labor general in the long run.

I simply want to again express my

pleasure of being here and bidding you further God Speed in your deliberations, and say to you that I hope we will continue in the years to come, as we have in recent years—be found working side by side, differ we must, occasionally.

And being red-blooded Americans they are bound to differ. They don't want to separate. There are many of you, if you did, would be away from your wives right now, but we are all imbued with the same spirit and looking for the common good, you can go along in the same direction each representing his different craft, if you please, and looking after peculiarities of our employment, but marching together for the common good, giving due regard to our brothers in the other parts of the train, giving what we ask and accepting no more in return. And in that way the cause we espouse will press on regardless of the storm that is now surrounding us, regardless of all the powers that be, and the American people will wake up out of their slumbers some day and recognize that the conservative railroad labor organizations are the keystone of the arch of the constitution of this great country of ours. And if they destroy it, like Phoenix of old, rose from the ashes, these organizations will rise a power beyond human control, something deadly and dangerous, rather than a power lever for good. (Applause.)

Frequently we find some of our boys saying something about this engineer, or this fireman. But I come right to the personal equation, and the direct application of the Golden Rule, and I say to you that there is no greater educator than your own experience.

I say to a man, who differs with his brother on the train, why can't you keep cussing each other, if you must, but keep on working together. You don't have to quit working together just because you cuss one another. If it would relieve your feelings, cuss a little, but keep your feeling and keep going together.

Remember the old saying, which was never more true than it is at present, stated by that patriot of old, when our revolutionary sires were together, when he said to his hearers, "Let us hang together, or they will hang us separately." Let us not forget that.

Again I thank you for this opportunity to look you in the face. I bid you God speed, and ask your hearty co-oper-

ation for the men whom I represent, that we may all press on to greater fields of usefulness and improvement and may hold the banner of organized conservative labor organizations aloft where it has been all these years. (Applause.)

G. C. E.: Brother Sheppard, as executive officer, and in behalf of the delegates assembled, I want to thank you for coming here today and for the message you have brought to these men. I am sure they appreciate it.

Now, my Brothers, there is another gentleman here that I want to introduce to you. It is hardly necessary to introduce this Brother, because he is well known to all of you. I take pleasure in introducing to you Brother W. G. Lee, the President of the Brotherhood of Railroad Trainmen. (Applause.)

Mr. W. G. Lee: Brother Grand Chief and Brothers, now, Sheppard could give you that kind of a line of talk all evening and not weary a particular. Nobody has cursed an engineer more than that fellow, and then he comes here and gives you the bull. (Laughter.)

At the same time all that he has said to you about fraternity, if there is such a thing, should be given consideration.

If there ever was a time, in my opinion, when we want to put on our think caps and get below the surface, when we want to wonder what is before us and which direction is the one we should take, that time is now.

We thought during the war, the greatest war this world ever knew, that we were confronting a serious time. We were then looking for an increase of wage in every direction, fighting for it every day, and cussing because we did not get it, as much as we should, and as early as we should. And perhaps nobody connected with any of these organizations got more cursing than I did, or was more able to stand it than I was.

I paid as little attention perhaps as anybody could. I would rather have the good will of everybody than the ill will. I would rather have the good will of a dog than the ill will, but I want to say this, that I will not trim my sails or cater to anybody or anywhere, that is not my style. I have not done it. I am too old to commence to begin to learn a new trick.

So when this illegal strike came on last year, as some of you men know, I was probably the first one up against the firing line, because at 11 o'clock the

phone rang and my vice president, Whitney, in Chicago, was calling me.

Whitney said to me, "The men have gone out in the Milwaukee yards, Grunau and his bunch." I told him what to do just that quick, because there was only one thing to do, and there was only one thing that your organization can do and that is to obey your obligations and support your law. It may be hard to do. It may be bitter occasionally, but if you hope to succeed, if you hope to go along and legislate with your employers again, then make good your word under your law and to your obligation. If you don't do that your end is in sight.

Look back over the history of all labor organizations and see the little mounds that we can count, pointing to organizations that sprung up over night and were cure-alls for every disease and ills that the working man knew. Where are they? They lived and died so quickly that they are forgotten.

And all during that time, for fifty years or more, your organization has stood here, assuming to practice what it preaches, and preaching adherence to its contracts, and adherence to the principles of the organization. Your organization should be proud, because it was the first organization to blaze the way through the timber. Afterwards, these other organizations, Sheppard, a few years after your organization, the Firemen in '73, then the Trainmen, or Brakemen as they were at that time in '83, and so we have always gone on since that time, not always working in harmony, but that is easily explained when you look at a family. Are they always working in harmony? Not a bit. There is a skeleton in the closet usually. Why, Stone, Sheppard, Carter and I have gone into a room many times when it was safer to lock the door and not let anybody get out, because things were said that wouldn't be said before the membership, but no matter how we may have quarreled in those rooms, generally speaking, we have come out and appeared before the management as a unit, and the management didn't know we had quarreled.

However, we have come out and I have heard Brother Stone say he had been steam-rollered and I have heard Sheppard say that he had been steam-rollered, and you know Carter well enough to know that he thinks he is al-

ways steam-rollered. So that is the way it works out.

When this illegal strike came along I said immediately, "What does our law mean?" Our men said, they didn't like our agreement. "That doesn't make any difference. Your committee made it, and your committee can cancel it in the same legitimate way that they made it, but while it exists, carry out the provisions of that contract."

So that the men were notified by Whitney to go back to work, and when they wouldn't do it—because these things seemed to happen every twenty or thirty years—it seems to be necessary to have a repetition of them about every twenty or thirty years. You old bald heads and gray heads will remember in '94 we had this same thing, and you haven't had it since '94. I am figuring how long it has been since we had that, and you who are still in the service can figure you can get it again in about 25 or 27 years. I don't know under what name it will be, but we'll probably meet it again.

Now you are carrying out that law. We ask our membership who were loyal to the principles of the organization to accept employment to carry out the contract that was entered into between them and the company, and they were immediately called "scabs."

I presume you all heard it in every direction in the big terminals and everywhere else. The man that was big enough to say "I believe in the principles of my organization, I have taken an obligation and I am going to stand by that obligation." That man was called a scab in many localities. You can call a man a liar and a horse thief. You can't lock the door against the traitor, but you can against a thief.

Every man fears the word "scab." Why? Because we have taught our men through all the years to fear the word "scab," but that doesn't mean that when you are carrying out your obligations and some disgruntled individual calls you a scab, any more than if he called you a thief or anything else. Your heart ought to tell you whether you are in the wrong or not.

Because of the dissatisfaction arising out of one of the worst wars that we have ever known in history, this thing spread on and on, and the very men who immediately after it commenced claimed that they were standing out for

a dollar an hour and wouldn't return until they got a dollar an hour, they are down on the A., B. & A. and the M. & N. A. scabbing on us, and the first man to take a train on the M. & N. A. is the man who went and tried to organize the rebels who were trying to wreck the organization. Those are the kind of men who want a dollar an hour. They want a change. They are dissatisfied.

Charters were taken until during the months of April, May and June a year ago I took 90 charters of the Brotherhood of Railroad Trainmen, totaling in those 90 ledges something over 30,000 members. But that didn't make any difference, not a particle to me, in carrying out the law, because we only lacked one hundred twenty-three members of having two hundred thousand who paid their dues for April, 1921, one hundred twenty-three men more and we would have the even two hundred thousand, according to the report of the secretary.

This thing went along, and we dropped a little below a hundred and seventy-five thousand the next month. Since that time we have organized ninety-nine lodges in place of the ninety that were taken in the United States and Canada. Three or four of them were not in place of those that were taken. One out at Bingham, a copper road. Some of you boys are from that section. That lodge was closed the other day. Another was a consolidation into one where two existed before, but there are seven more lodges of the B. of R. T. now than at the close of May, 1920.

The pitiful thing of it is that hundreds of men past the age of 45 not only lost their positions with the railroad company, but their insurance in the organization, and it would almost touch a heart of stone—I don't mean Warren—I mean a heart of stone to read the letters that come to me now from the wives and dependents of some of those men, asking that they be restored to membership in the organization.

I take this position, every one of them who were taken back in train or yard service in a position over which the Brotherhood claimed that it had the right to admit new men, I would restore their insurance if within one year's time they were taken back, but they had to be in actual service.

Now you know a great many of these men will never be taken back. Hundreds and hundreds of them will never be taken back. Consequently they will not get their insurance back. You say, "That's not right, that's not brotherly." It is as near brotherly as what they did to the Organization when they attempted to place crepe on the door, when they sent out propaganda and seemingly listened to it, that the four Brotherhoods had outlived their usefulness and should be cast on the scrap pile.

Those organizations are not living because of the action of those men, but they are living over the protests of them—they are living because the banner of the organization was held up by men like you and others like the 175,000 of our organization in good standing and of whom I am proud. Some of these trade unions that you are familiar with that practice one thing and preach another and that have illegal strikes every month or two—they are responsible for the propagandists today, and we must accept our proportion of the blame because the public does not differentiate between them and us.

Let me say in conclusion that I read your resolution in regard to the outlaw divisions that were suspended. Your President tells me that your action was unanimous. That is much to your credit or to the credit of any organization of labor. Any other position that you might have taken would have come home and hit you in the end.

I can imagine that in May, 1922—I don't know what they will do, but if they are not big enough to take the position that you have taken, then I wouldn't work for them as chief executive. Nor would any other chief executive. If these organizations have got to the point that their President can't say "This is our law. This is what can be adhered to," I wouldn't work for them, and I don't feel that your other executives would work for them.

I am glad to know of one convention such as yours. I have faced our conventions for thirty years, and signs like that would come in our convention. I don't see one sign here, "Please don't spit on the floor." Probably you forget brotherly love for a moment in the heat of an argument, sometimes harsh words are spoken in argument—they are in our convention, and we are all built

about alike, so that if in the end your motion dealing with the illegal strike was unanimous, that is as proud a record as you can possibly make, and it will go out into the world and be notice to those who are criticizing organized labor—I am not criticizing them—and who think they are going to crush organized labor.

The majority of managers don't want to crush organized labor. Why? Because they see the clouds in the distance. They see red, and if they kill these organizations something will be built on that mound that will be far more detrimental to them than what we have today, and they have only to look over to Russia to see what may happen if they go too far.

So while we are all interested in what this board at Chicago is going to do, I noticed your resolution that under no circumstances would you accept a reduction, and I hope you can carry that out. I will go just as far with your officers in that direction as they dare to go. (Applause.) But, my Brothers, don't deceive yourselves. Whatever is done in the way of a reduction, I think the board is sure to say there will be some reduction. Whatever is handed down by that board my voice and my vote will go to referring it to the men themselves to accept or reject.

The men are going to pass on that. The officers have been the goat long enough in doing what under the circumstances they knew was the best thing, but our men are suspicious—they would be suspicious of Stone or me or anybody else. That's what is the trouble with organized labor. They are all suspicious of the men leading them. Why, during the rebel strike I could read to you their reports day after day. I don't know the men who wrote the reports.

We all say, of course, we haven't got much use for a spotter, but we will stop and read a spotter's report in times like that just the same, so I have them from Philadelphia, Pittsburgh, New York, Cleveland, Chicago, St. Louis, and the funny part of it, I know some of them are true, because they quote some letters that I wrote, and Stone wrote, and Sheppard wrote, and so I know those portions of them are true, and the beauty of the whole thing is that they were deceiving themselves all the time, and the men that they kept at Wash-

ington kept telling him that he was going to have the seniority back for them; that the United States Senate was going to make an investigation; that the House was going to assist them, and when we got to the sentences that had been quoted as being the things, we find it was all fake, but this fellow was getting his money from these poor devils just the same, sixty-seven and a half a week, month in and month out, for staying at Washington and doing this, and you know how near true their statements could have been.

Now, your time is valuable. I just want to explain one thing. Three years ago when you met here Brother Stone invited me to come before your Convention. I answered him in this way: "I know the cost of every minute of a Convention. I am within a stone's throw of your Auditorium, and when you reach a place in your Convention, as we nearly always do, where there is a lull for a few minutes, phone me or send me word, and I will come over and talk to you." I sent that letter over, and Brother Stone was busy in the Convention, or, at least, it was just before the Convention, and it was overlooked, so I didn't get to you last Convention, and I come today to you to bring you, first of all, the fraternal good wishes of over one hundred and eighty-seven thousand B. R. T. men in the United States and Canada. Many of those men are walking the streets, I presume, today. Carter tells me that almost one-third of his membership on some big system was walking the streets; that business is so dull that promoted men were firing. You know how that is better than I, but those men are members to the extent of keeping up their dues, to the extent of being loyal to the organization, and if it becomes necessary to go to the extreme and have a strike, I don't think we need to fear these men any more than ever before. I look for one man in every dozen to turn traitor. I expect that if we have a strike, because Christ couldn't get twelve together without getting one crook (Laughter). I don't hope to beat his record. I only look for one in twelve, and if we beat it, we are lucky, and so when you find a fellow that goes wrong continually, think of that Think of the thousands and thousands that are good, true Brothers that will show a fraternal feeling, that will not be car-

ried off their feet, and then, in making good your contract again referred to, let that be your motto always, because your organization, above all others, has been given the credit of doing that, and if you had bobbed the least bit in the action you took, it would have been a black letter day for you. I wish you Godspeed in your work. I hope it has been fraternal, harmonious, and profitable in every way, and I emphasize "harmonious," understand, in discussions that you have had on various subjects, because I know that word "harmonious" so well in our own, when Brother seems to forget Brother sometimes. When we meet next year, and if you are still in Convention here at Cleveland, I will be tempted to change ours from Toronto and come back here to Cleveland, and we will throw a bunch of railroaders in here together that sometimes are fighting on the road, and we will make them fight in the same town, under the jurisdiction of the B. of L. E. and the B. R. T. and the Firemen can act as referee. I thank you. (Applause.)

Address Made Before the Third Triennial Convention by Hon. Edward Keating, Editor-Manager of "Labor"

My friends, I want to be frank with you, to tell you that it is a great pleasure to have an opportunity to address this Convention. I feel that I know you quite well.

I have been associated for some eight years now with our every dear friend, Herm. Wills, and no man can be associated with Herm. Wills for any length of time without learning a great deal about Engineers and Engineers' Conventions, and then when you add to that your distinguished Grand Chief, and you get Herm. Wills and Warren Stone exchanging reminiscences about the Conventions they have attended in the past and speculating about the Conventions they are going to attend in the future, a mere bystander is very likely to feel that his career is not complete unless he has an opportunity to attend at least one Convention of the Locomotive Engineers.

I feel very much like the man in the story. You know they tell a story about a young man who went away from his home town, and he had a great many ex-

traordinary adventures, and finally he returned, and he was relating his adventures with his foot up on the brass rail. That was in the days before the Volstead Act was passed and he was telling of his adventures by sea and land, and the thing he had done and the thing that were done to him, and he had the crowd very well entertained, and suddenly one old fellow turned to him and said, "Stranger, may I ask you one question?" The fellow said, "Certainly." He said, "Did you ever have delirium tremens?" And the young fellow said he had not. Well, this fellow said, "Friend, you haven't been nowhere and you ain't seen nothing." (Laughter and applause.)

Now, my friends, I came here this afternoon, as a matter of fact, to talk to you about newspapers and particularly about the newspaper that you own and that I assist in editing, "Labor." (Applause.)

I am interested in newspapers. I am interested in newspapers, first, as a newspaper man. I went into a newspaper office when I was only fourteen years old and I have been there practically ever since. The newspaper business is my profession and I am very proud of it. It is a profession that gets into your blood. You can never forget the joys of the newspaper business, once you have experienced them, and it is very hard for you to discard the responsibilities of the newspaper calling.

Then I am interested in newspapers as a trade unionist. I went into a newspaper office when I was fourteen years old and I became a trade unionist before I was old enough to vote, but above and beyond all that, I am not interested in newspapers as an American—because I want to say to you, gentlemen, and say it very seriously, that if we are to preserve democratic institutions in this country we must devise some plan by which the press of America will represent the people of America and not the special interests. (Applause.)

The importance of newspapers has been recognized for centuries by every man who could lay claim to being a progressive. Here in our own country, the father of democracy in America, and when I speak of democracy I mean democracy with a small "d" and not democracy with a large "D," but the

father of democracy in America was Thomas Jefferson, and he had such faith in the importance of the press that he would not even permit them to ratify the Constitution until they had adopted an amendment guaranteeing freedom of the press, and throughout all the early days of the Republic, if you look over Jefferson's writings, you will find that he emphasized the need of having a free press. He went so far as to say as President of the United States that he would take notice of nothing that was said against him in the newspapers for fear someone might imagine that he was endeavoring to limit the freedom of the press. He said, "I care not how vile the slander may be, I will not notice it," and he laid down the proposition that newspapers should be permitted to print whatever they saw fit, so long as they told the truth, but whenever they did not tell the truth, it should be possible for the man injured to proceed against the editor for damages. That was the sole limitation placed on the press.

Now, my friends, Jefferson understood that in order to get a free press it was not only necessary to see to it that the Government kept its hands off and that newspapers were permitted to print things, but that it was also necessary to see to it that no special interest succeeded in controlling the press, because, my friends, these great special interests discovered very early in the game that while it might be impossible by governmental action to deprive the people of a free press, it was sometimes possible to buy the press that you could not suppress.

In the very early history of newspapers in England they had exactly that kind of experience. It is an interesting fact that the first newspaper of the kind that we know as newspapers was printed in Great Britain and it was edited from a prison cell. The first editor was the man who wrote old Robinson Crusoe, a story that every man has read, Daniel Defoe, and he was in jail when he started this newspaper, and he got into jail in a rather curious fashion.

In those days the Tories were in control of the British Government. The Tories are the same breed as the reactionaries in America, and Defoe wrote what was known as a broadside, a pamphlet, attacking the Tory Government,

but he wrote it so cleverly that the Tory leaders, when they read it, thought it was a eulogy of the Government—because it is a peculiar thing, my friends, that Tories are stupid, as well as reactionary—and so they printed a great number of this broadside and sent it throughout the country, and then they discovered that instead of it being a boost for Toryism, it was a knock, and they arrested Defoe and threw him into prison at the pleasure of the king, and in order to humiliate him, they placed him in the stocks. You have seen pictures of gentlemen in the stocks. It was the favorite outdoor sport in those days to throw rotten eggs and decayed vegetables at men who were in the stocks, but the people didn't throw decayed vegetables at Daniel Defoe. They had read his broadside and what he had said about that Tory Government was what was in the hearts of the people to say about it, and instead of throwing rotten eggs at him, they came and crowned him with garlands, and the old story tells that they drank to his health. Of course, that, too, was in the days when the Volstead Act was not in effect, and they appointed a guard of honor to see to it that he was not molested, and he was so impressed that he decided he would issue a newspaper and that he would edit it from his prison cell in Newgate prison, and the paper secured such a circulation that within a few months the king was compelled to release him from prison.

And so, my friends, that was the beginning of the power of the press, and the press started, as Jefferson wanted it to start, as the very engine of democracy, as the great instrument with which popular rights could be defended. But soon these Tories discovered that while they couldn't silence a man like Defoe by putting him in prison, they could buy up papers and that if they controlled the papers they could determine the editorial policy of the papers, and so there began a period of English history when Sir Robert Walpole and others bought up practically every newspaper in the kingdom, until a great poet at that time described the English press as "the ever babbling spring of never ending lies." I sometimes think that possibly you could apply that to the American press. (Applause.)

Now, my friends, the point I want to

emphasize to you—I don't want to indulge in any tirade against the press—the point I want to drive home to you is this, that the press is controlled by the men who own the press. It will always be controlled by the men who own the press, and, so long as the press of a nation is owned by interests which are endeavoring to secure special privileges at the expense of the people, so long the press will not represent the people. Why, my friends, within the last half century we have had a remarkable development in this country. We have seen great railroad lines constructed, every one of them requiring grant from the State or from the Nation. We have had great public utility corporations grow up, electric light plants, telephone plants, street car lines. On every hand you have great institutions which depend for their existence upon some special grant from the State or from the people, and the men who profit from these special privileges, having discovered that the way to control public opinion is to control this medium through which the people must get the facts concerning their public affairs and everything else that takes place throughout the world, and so in this city, in any city represented by any delegate here—you make your own investigation, and you will find that the newspapers in ninety per cent of the cases are owned by men who are either closely associated with these special interests or directly by the special interests themselves.

So, my friends, when labor complains that it can't secure a square deal from the press, it is not to be wondered at, because the interests which control the press are not interested in seeing that labor shall secure a square deal. There is just one way by which the people of this country and particularly the members of organized labor of this country can have their interests properly represented by the newspapers of this country, and that is by owning their own newspapers. (Applause.)

You must not only own them, but you must retain the editorial control of your newspaper. In other words, you must exercise as absolute a control over the editorial policy of your paper as the owner of any of these other great papers exercises over his paper, and that, my friends, is the great experiment

that we are undertaking to work out with "Labor."

The executives of these sixteen associated organizations decided to establish "Labor," as their official Washington weekly newspaper, to be owned, controlled and edited by the representatives of the sixteen organizations. They appointed a Committee on editorial control, and on that Committee they placed as Chairman the President of the Railway Employees' Department of the American Federation of Labor, B. M. Jewell. They placed on it, our good friend Herm. Wills to represent the Brotherhood of Locomotive Engineers, Shepperd, the president of the Conductors; FitzGerald, the President of the Railway Clerks, and Malloy, a Vice-President of the Maintenance of Way Organization; and those five men representing the sixteen executives, control the editorial policy of "Labor," and back of the sixteen executives stand the two million members of the sixteen railroad organizations who own this paper as absolutely as they own the shirts on their backs.

Now, we have gone a little farther than merely launching an ordinary newspaper. We have attempted to make "Labor" a unique newspaper in many particulars. For one thing, we have decided that the paper should not carry advertising, paid advertising, and we have done that because we have felt that the power of the advertiser was the curse of American journalism, and we wanted to establish the proposition that it was possible to conduct a newspaper and pay all the expenses out of the money received from subscriptions, and today it is my pleasure to report to you that all the bills owed by "Labor" have been paid, and that we have a comfortable balance in the bank. (Applause.)

The thing has been demonstrated to be entirely feasible. Then we decided that we would endeavor to get subscriptions by appealing to the spirit of our membership and telling the men and women that made up these organizations that this was their property, and that they should go forth and secure subscriptions, and it is a fact that we have secured in excess of three hundred thousand subscriptions and renewals without ten cents in commission, (applause), and that is absolutely a record in the newspaper business, so far as

I know. We have found that every line of space that we have in the newspaper is needed in order to tell the progress of the labor movement throughout this and other countries.

More than that, we find that we are being so crowded for space that it will probably be necessary for us to increase the size of the paper, and that can be done and still the expense can be kept at not to exceed two dollars, and probably as low as a dollar and a half per year, if we can secure a sufficient subscription list.

The whole problem is one of securing a sufficient subscription list, and from that point of view you have a double interest in "Labor." One is the financial end of it, seeing that the expenses of the paper are met, but the most important feature of the whole thing, my friends, is that the influence of this paper should be made as broad as possible. Today, with a circulation of less than a quarter of a million, it goes into practically every town in the United States. I don't think it would be possible for any man in this audience to mention any town of two thousand or more where "Labor" has not some subscribers, but, my friends, instead of a circulation of a quarter of a million, we should have a circulation of at least a million, and that was the project that the editors of the various official journals undertook in Washington last January. We had a meeting there of these editors, including the editor of your own JOURNAL and they very generously threw open to us the columns of their official journals and started a campaign to secure a million subscribers for "Labor," and I want to say now that no organization has done more to advance that cause than the Brotherhood of Locomotive Engineers. (Applause.)

And, perhaps, now that the Grand Chief is not here, and, therefore, he can't intervene, it would be proper for me to say to you gentlemen, that no man has done more for this paper, to render its success possible, than your Grand Chief, Warren S. Stone. (Applause.) There has never been a time, however dark the outlook, that he lost his faith. We have made many appeals to him for assistance, but we never made an appeal in vain, and I don't mind telling you that if it hadn't been for the fact that we could always lean on Herm Wills down in Washington, and

consult with Warren Stone in Cleveland, I sometimes wonder what would have happened to us. (Applause.)

Now, my friends, to secure this circulation, in my judgment, there is just one way to proceed. I believe the time must come when every member of the organizations known as the sixteen associated organizations will receive a copy of the official Washington paper, "Labor." I think that that is the way to give it the circulation that it should have, and then when you secure that circulation, the problem that will be presented to you will be to see to it that "Labor" is the best edited newspaper printed between the Atlantic and the Pacific. "Labor" should carry to its readers every week the truth about events throughout the world. Whatever the truth may be, that is what should be conveyed in the columns of "Labor," and you should have connected with the institution in an editorial capacity men who are capable of gathering that news from all parts of the earth and presenting it properly through the columns of your paper, and then this Editorial Committee should see to it that the editorial policy of the paper is kept straight, and that whenever anyone, I don't care who he may be, attempts to make this paper his paper, instead of labor's paper, that he is separated from your paper, because, my friends, the whole project will prove a failure unless we can demonstrate that it is entirely feasible for a long period for labor not only to own the paper, but to keep its hands on the editorial policy of the paper.

There is no one now connected with the paper who is not in complete sympathy with that idea. There is no one who benefits financially from the prosperity of the paper. No one makes a dollar of profit out of the paper. You have certain men connected with the paper who receive salaries that they would receive if performing editorial work elsewhere, but aside from these men that you hire, there is no one who makes a dollar out of "Labor" and there is no one who can make a dollar out of "Labor." Every cent of profit is turned back to make it a bigger and a better newspaper. (Applause.)

Now, my friends, I am not the least bit of a pessimist. In fact, I am by nature an optimist, but we would be foolish indeed if we closed our eyes to

the signs of the times. I believe we are approaching a period in the history of our country which will try men's souls, and which will be particularly trying upon the labor movement. I have no doubt about what the ultimate outcome will be. I have seen labor subjected to great many tests, and I have never seen the soul of labor fail to stand the test, and I have no doubt about what the result will be in this instance, but in order that labor may make the fight which labor should make, it is necessary that the rank and file from the highest to the humblest member of these organizations should know what is taking place in this country, because I tell you that the propaganda of the opposition is so subtle that the man who day after day reads his morning newspaper and is dependent upon that as the sole source of his information, however level-headed he may be, is very likely to be contaminated by what he reads, but our members can say, "I don't know about this proposition, but I am going to wait until my paper comes, and when that paper comes, I will know the truth about this proposition," then, my friends, the power of propaganda cannot prevail against our people.

Not only that, but we will be educating our own people and keeping them on the straight path, and we will also have an influence out among those who are not members of organized labor, and we must reach them all, the small business man, the minister, the honest editor—because there are lots of honest editors—the school teacher, those who may be regarded as molders of public opinion, many of those are hungry to know the truth of these industrial problems, and it is up to us who have the most vital interest in the matter to see that they are supplied with it constantly from week to week. I said a moment ago that I was interested in this proposition of a free press as an American, and I am, my friends. When I look on the stars and stripes I think of the thing the flag stands for.

It is not merely a piece of bunting; it typifies a great principle—American idea, and the American idea is the greatest gift that America has given to humanity. It was given to humanity in 1776, when Jefferson and the others laid down the proposition that all men were created equal, and that governments derived their just powers from

the consent of the governed. That was a brand new idea in those days. At that time there were millions of men, good, honest men, who believed that kings ruled by divine right. They had a theory that God Almighty in some mysterious way, when He was making humanity, took a particular kind of clay from which he fashioned kings, and set them up to govern men.

But the Americans knocked that idea into a cocked hat. (Applause.) Now, it is no longer accepted anywhere by intelligent men. The principle is now universally recognized, that men are created equal, and that governments derive their just powers from the consent of the governed.

But my friends, we must go a step further than that, and in taking that other step, we must proceed along well established American lines. I like to think that I am one hundred per cent American. I don't mean the kind of one hundred per cent American that the Chamber of Commerce means when it uses the term. (Applause.) I believe that a one hundred per cent American is a man who believes in American principles, and if he believes in American principles, I don't care whether he was born beside the Danube, or up amid the snows of the Hymalayas, or down where the River Shannon flows, he is an American, and if he does not believe in those principles, although his ancestors came over in the Mayflower, he is not an American. (Applause.)

So, my friends, we must go a step further. Lincoln said that no man was good enough to govern another man without that man's consent. We say that no man is good enough to govern another man's job without that other man's consent. (Applause.) Because, my friends, a man cannot be a free man so long as it is within the power of a few men at their pleasure to shut down the industries of a great Nation and make millions of willing workers walk the streets in idleness. (Applause.)

We will do it in the American way, because in a Republic where all men vote and where all women vote now (applause), and I thank God that is true, because here facing an audience made up entirely of men I can't be accused of trying to win the favor of the fair sex (laughter), but I want to say to you that when the men of America enfranchised their mothers and their

wives and their daughters, they did one of the wisest things they had done since the adoption of the Constitution. When we think of other women as we think of our own mothers and our own wives we know that there is something in the heart of a woman which in a great majority of instances causes her to intuitively take the side of right and justice. (Applause.)

And so it will be in this country with these women voting, and Labor should pay particular attention to the women; don't overlook them, boys, take them into all these movements that you start, because it is a great force and a new force that has come into our affairs, and that party or that cause which first enlists the earnest support of women in this country is sure to be successful.

I started to say that in a Republic where free men voted a ballot was more powerful than a bullet. I never had much faith in this idea that you could shoot your way to reform. I always had the idea that a man who didn't know enough to vote right might make a sorry mess of it if he started to shooting. (Applause.)

So, my friends, this cause is to be won by economic and political power of organized labor, but that power, as I have iterated and reiterated so often today must be intelligently directed. I have no doubt about a popular verdict. I am perfectly willing to submit any cause to the people of the United States if I can only be assured that the people are acquainted with the facts concerning the cause. I am willing that this great controversy which is now attracting so much attention, this railroad problem, should be submitted to the people of the United States, but before they vote on it I want to see that they have at least read both sides, and they will never read both sides if they depend upon the newspapers of this country. (Applause.)

Why, only the other day my friends, just the other day in the City of Philadelphia, the Inter-state Commerce Commission held a hearing which had to do with a contract entered into between the Pennsylvania Railroad Company and the Baldwin Locomotive Works. President Johnson, of the Machinists, speaking on behalf of these sixteen organizations, declared publicly that the Pennsylvania had paid for the repair of

those locomotives \$3,500,000 the work would have cost if in the shops of the Pennsylvania company.

The hearing was held on April. On the night before Rea of the Pennsylvania Railroad Company issued a two-column statement in the press in which he denied son's charges. That statement varied very generally. Within a few hours Mr. Rea, his Superintendent of Motive Power, Mr. Wallis, a number of witnesses representing the state Commerce Commission were placed on the stand and examined by Mr. Johnson was proved to be absolutely true. The papers carried the statement and did not carry the statement that was made upon the order oath.

For example, Mr. Rea issued a statement, which was carried by the newspapers said that one of the things they gave the contract to Baldwin because labor costs in Baldwin's shops were forty per cent less than in the Pennsylvania shops. Now, that is a statement of facts. You must remember this work was done; the contract was closed the first of last September. That Mr. Rea had ample time to secure all available data, and he came out and over his own head and said that the labor costs in Baldwin's were forty per cent less than in the Pennsylvania shops, and the witnesses were impressed by that, but the witnesses were placed on the stand and the witnesses who had had an opportunity to examine the books of the Pennsylvania and the books of Baldwin's were discovered that the labor costs in Baldwin's were from ninety per cent to ninety-five per cent more than in the Pennsylvania shops. On top of that Baldwin's had a fifteen per cent interest or profit on the work. How many of you read the daily papers at home? Here perhaps, a mention of it.

Delegate: We read it in the

(Continuing): Yes, you read it in the BOR, because that is why I am here, my friend, just to get that contract across.

Even the other day when the state Commerce Commission held its hearings into this matter of the Pennsylvania contract, not a word appeared in the Washington

I might say that so far as the Washington papers are concerned not a line appeared as to the other happenings that I spoke of a minute ago, and as far as the Congressmen are concerned, if they confined their reading to the Washington papers they would remain in ignorance. We have been furnishing them with a copy of LABOR, and we see to it that they read "Labor," because we send it to them every week and we do not charge them anything. We have a very small complimentary list and on that list appears the name of every member of Congress and when we think there is something there that we think is especially good, we have it printed on separate sheets of paper and send it to them with a little letter calling their attention to it. (Applause.)

We find, my Brothers, in that way we can accomplish a great deal of good, because members of Congress are just like other human beings. They depend to a great extent upon what they read in the morning and the evening papers, and while I hold no brief for members of Congress, in justice to them, let's put ourselves in their places. Suppose that on the morning of the 17th of April we had read a two-column article on the first page of our morning paper from the President of the Pennsylvania Railroad Company in which he announced that the labor costs in Baldwin's were forty per cent less than in the Pennsylvania shops, and then we never saw that contradicted what would we think about the matter? Wouldn't we imagine that the case had been proven?

But if, on the other hand, there came to us from a source in which we had some confidence, the truth about the proposition, wouldn't it change our entire outlook upon the industrial problem, providing we were all honest men?

So, my friends, it all comes back—I might talk here much longer, but I won't—it all comes back to this proposition: that here in this great Republic where the people, so far as the Government is concerned, have taken the place of the sovereigns under other forms of government, the entire future of our nation rests upon the proposition of getting facts to the voters who in the last analysis must decide all these questions, and there are only two great organized bodies in this country that are capable at the present time of building up an independent press, one is the

organized farmers in this country, they have done some work along those lines; the other is the organized labor movement of America and at the very forefront of that movement the sixteen railroad labor organizations. The task is up to you, gentlemen, and to the organization you represent, and which has done so splendidly in the past. I only hope that you will continue in the future to give the movement the same loyal support so that we will not only eventually have an official weekly paper in Washington, but that throughout this country we will have a string of weekly and daily papers owned by members of organized labor. (Applause.)

Then, with the workers organized, with banks owned and operated as successfully as you operate your bank, with newspapers owned and edited by the men who toil in this country, then we will have in America that kind of democracy that the fathers dreamed of.

I thank you. (Prolonged applause.)

Delegate from Div. 491: There isn't one-tenth of the members that ever see the minutes, but everybody gets the JOURNAL.

A. G. C. E. Burgess: Will Brother Keating's remarks be published in the JOURNAL, Brother Salmons?

S. G. E.: I suppose they will be. Very likely, too, such a nice address as that.

A. G. C. E. Burgess: He wants something definite.

S. G. E.: Sure.

A. G. C. E. Burgess: Sure, they will be published in the JOURNAL.

Delegate from Div. 483: Worthy Assistant Grand Chief.

A. G. C. E. Burgess: Brother Warren.

Delegate from Div. 483: I would like to make a few remarks in regard to "Labor." As far as the part of the country where I lived is concerned, I was almost one of the first subscribers of the "Labor" paper on the road where I am employed, and on sending the paper to the little place that I live in, it is almost impossible for me to get the paper; when it did come to me, it came in such a dilapidated condition that it was almost impossible for me to read it, and I went to the Post Office man at that point and I asked him why it was that the paper that had been sent out by the "Labor" office didn't come to me in a good and respectable manner. "Well," he said, "I don't

know, but I will look into it." I told him that I took a very great number of papers and that I ought to get it and when it did come, as I stated, it was in a very dilapidated condition and ever since I went to him I have received that paper and it comes in good shape and delivered at the time that I am looking for it.

A Delegate: Brother Grand Chief, have I the privilege of asking Brother Keating a question?

A. G. C. E. Burgess: Brother Keating, the Brother wants to ask you a question.

Hon. Edward Keating: I will be glad to answer.

A. G. C. E. Burgess: Yes, you have the privilege.

A Delegate: I want to ask you a question and I want to tell you my reasons for asking it. I have been an enthusiast in "Labor" ever since it was issued, and when "Labor" was first issued I called a union meeting of the organization in my little town, and when the meeting broke up we were one hundred per cent "Labor" subscribers and "Labor" is read exclusively in our place, but my main obstacle that I find in selling "Labor" is the word "Labor" at the top. Now I used to carry it on the engine and scatter it out to the farmers, and one morning there was a newspaper vendor passed alongside of the engine. He was a full grown man, earning his living selling newspapers, and I handed a copy of "Labor" to him, and I told him to read something worth while. He glanced at the heading and said, "I will hand it to the section boss."

A Delegate: He is the man that ought to have it.

A Delegate: Do you think it would be feasible or advisable to change the heading of our paper from "Labor" to "Industrial Democracy," or something like that?

(Cries of, "No; no.")

Hon. Edward Keating: Let me say that I think that the gentleman referred to, when he said that the paper should be handed to the section boss, demonstrated his good judgment because it is quite clear that the section boss had more intelligence than the man that made that suggestion. (Applause.)

Seriously, my friend, just a moment. Of course, you understand that was not in answer to your query. I believe that

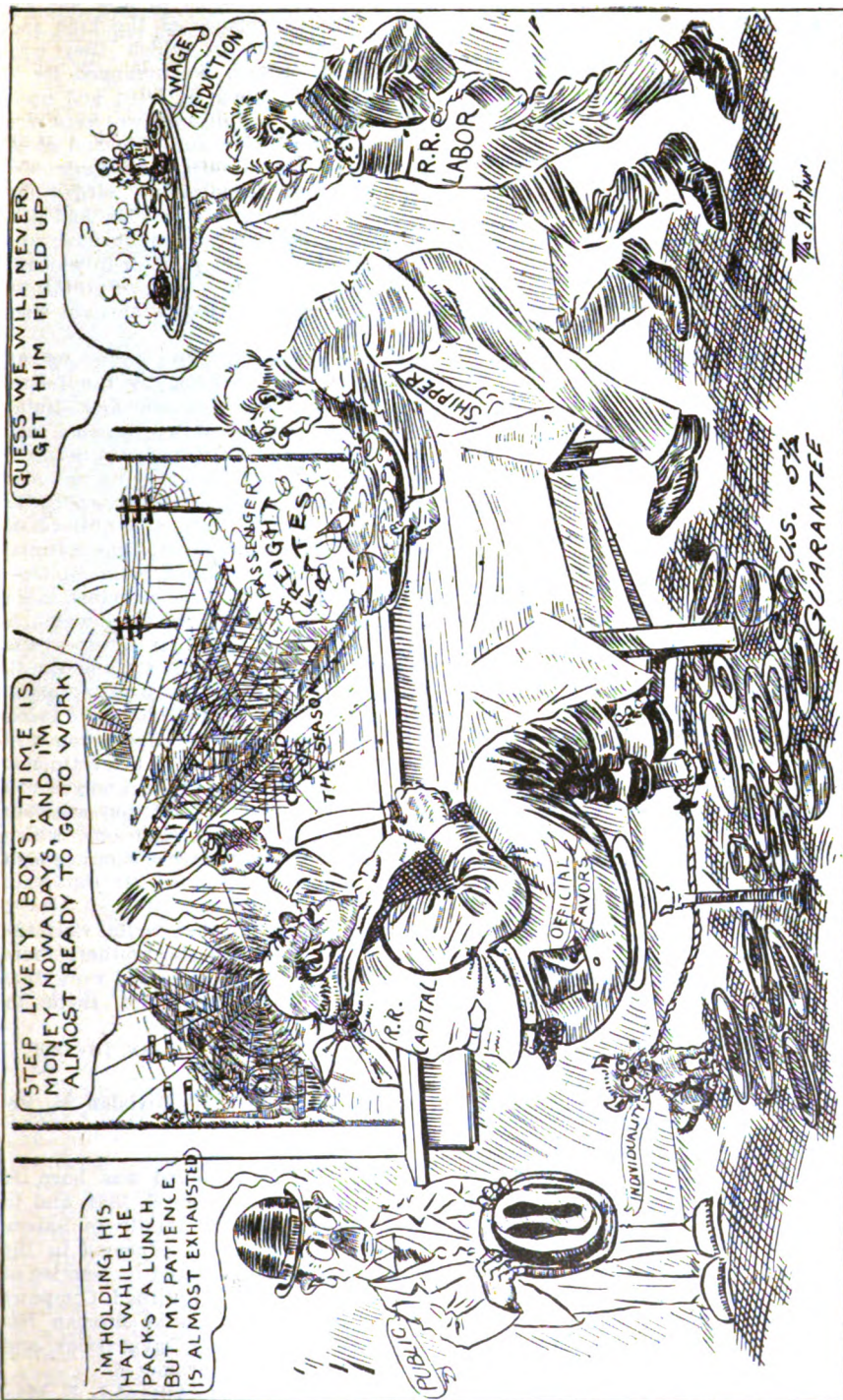
we should retain the name. I think it is the right name. I think there should be any about the paper. It is labor. We want the whole world—own view—we want the world to know that this is a paper owned and maintained by workers that is being recognized by friend, because you will see "Labor" is quoted more extensively possibly any other paper of printed in this country. For almost every week I receive from such publications as "The Digest," asking us what opinion expressing upon a given public because it is becoming generalized that here at last is a paper which is owned and edited and written by men who are, before, in a position to speak for the people who works, and I think he has come to that kind of a paper and bear on its face a name to show its real character. (Applause.)

Delegate from Div. 546: Assistant Grand Chief, I would like to ask a question. I am not asking permission to test anybody's knowledge, but I would much prefer that you would make reply in that paper for yourself. The question that is before me in response to my statement is arguments that I get out of this: If the Baldwin Locomotive Company made such exorbitant profits and has its stock gone down so much, why does it par on the stock exchange?

This statement was asked by the Vice-President of a railroad. Just coming to this city, they are traveling men, with whom I am discussing the question, asking the same question.

Hon. Edward Keating: I will say to them, Brother, that is because this particular kind of business is not very numerous and have the Pennsylvania, Baldwin has been able to get anybody else to sell at those prices. (Applause.)

But you can say this to witness those figures, that witness those figures, we did not use those figures. Those figures are the sworn testimony on file with the Interstate Commerce Commission. The man is in a sporting humor, wants to bet any money on the outcome, you take his bet and I will bet you a winner. (Applause.)



THE FINANCIAL GLUTTON

CORRESPONDENCE

All contributions to our Correspondence columns must be in not later than the 10th of the month, although matter for the Links or Insurance Departments sent in before the 17th will be published in the next issue.

It matters not whether articles are written on one side of the paper or not, so that you have something to say that will be of interest to the readers, or of benefit to the Brotherhood.

Writers may use any signature they like with their articles, but should also give their name and address.

All communications to the Journal are subject to revision or rejection by the Editor, as he is held legally and morally responsible for same.

The Good Old Blower

We often give attention
To some freak railroad invention,
And even bank our judgment that it's
right;

Then we hasten to forget it,
We don't seem to want to let it
Shield our view from others, coming just
in sight.

Just as children are with playthings,
We want change, and often say things
Against, or for some freakish thing, or
other,

And though judgment often falls us,
Whatever 'tis that ails us,
We busily try to knock, or boost, an-
other.

Off forgetting friends, who ever
Have been true to us, and never
Refused to put their shoulder to the
wheel;

And without much pretension,
Or fuss worth while to mention,
Here's one I'll introduce, that's true as
steel.

When flues are stopped, or leaking,
And 'tis hardly worth while speaking
Of what is right about the cranky mill;
When the steam is low, or lower,
It's the good old, game old, blower,
That helps as nothing but a blower will.

Yes, the patent valves may wobble,
And the air brake give you trouble,
Or the superheater fall you in a pinch,
She may be a regular daisy,
But might often set you crazy,
But for the humble blower, that's a cinch

JASON KELLEY.

Merited Praise for the Highland Park Home

Brothers S. H. Barnes Division 344, R. W. Kelley Division 622, L. B. Larsen Division 299, together with Brother C. A. Herbert of Division 574 and wife, Sisters Arthur Anderson of G. I. A. Division 300, Samuel Lewis Division 492 and J. G. Taliferro of Division 300, formed a convention party from the West headed for Cleveland, Ohio, and having heard much about the Highland Park Home and its able managers Brother O'Keefe and his estimable wife,

whom we had learned to love, we mire through reports of the efficient manner in which conducted the Home, we arranged meeting with them by wire their arrival at Chicago, we by Brother O'Keefe and wife a real joy ride to Highland the following morning we Home where we again met M. O'Keefe who showed us the place, explaining the manner was conducted, etc., and even saw bore proof of their competence.

The Home has fifty-five beds of which are furnished by Auxiliaries. The kitchen room are models of convenience, cleanliness, and in fact the modern in every respect, being with recreation and smoking well as rooms for pool and billiards. On the third floor is a room and chapel; also a reading picture shows, which are Monday. This latter feature so much enjoyed by the inmates donated by the Sunshine Club, I. A. The Home has its own and in general is a most up-to-date.

Should you visit the Home find Brother O'Keefe and his wife delightful entertainers, come away convinced that doing a grand work and merits the whole-hearted endorsement and financial support of all service organizations.

I wish every brother could Home and talk with the brothers and learn as we did the good was being done there for Brother and Mrs. O'Keefe.

L. B. LARSEN

Brother M. B. Willard, Division 1, tired

Brother M. B. Willard of Princeton, Indiana, July 6, 1856 moved with his family to Illinois, where he was educated in public schools and entered the Illinois Central Railroad at Centralia as locomotive engineer November 12, 1876, under Davis after four years was promoted.

He joined Division 24 B. C. 14, 1881, and was elected Secretary of the General Committee of

Central System, and held that position for a number of years. He has filled all the chairs in Division 24; has always been an active worker for the Brotherhood and was retired from active service by the Illinois Central Railroad Com-



Bro. M. B. Willard, Div. 24

pany June 1, 1917, having served an even forty years. He is now at Long Branch.

Brother Willard has just made application for his Honorary Badge of membership in the Grand Division, an honor which he will appreciate highly.

A MEMBER.

Brother C. H. Leaphart, Division 616, and Wife

On May 25th Division 616 gave a supper which was attended by about 25 couples after which Mr. Martin, one of the editors of the *Brookfield Gazette* presented on behalf of our Division, to Brother C. H. Leaphart, an Honorary Membership Badge.

Brother Leaphart was born on January 3d at Woodcock, Pennsylvania, 1851. He started railroadng in 1869 as a brakeman on the N. Y. P. and O. out of Meadville, Pennsylvania; left there in December of '69 and came West, stopped at Brookfield, Missouri, and went braking on the Hannibal & St. Joe R. R. in January, 1870. He quit braking and went firing in 1872 and was promoted to

engineer in 1879, and ran a short time when he was dismissed on account of the Master Mechanic not liking him; went back firing again on the same road in the winter of 1880, but only fired a very short time when he was again promoted to engineer, and was given a passenger run in 1886. He remained in passenger service until the strike on the "Q" in 1888, when he left the service. He was on a strike for one year when the strike was called off by the order and he returned to work as a new man. He ran extra a short time when he was given a regular engine in freight service; was promoted to passenger service in 1900, and is at present on one of the heavy passenger runs and we expect him to remain there for a good many years as he is one of the most active men we have and is called "Kid Leaphart" by a great many of us.

He joined Division 79 early in 1881 and remained in that Division until the charter was turned into the Grand Office at the time of the strike when he was transferred to Division 91 at Trenton, Missouri; later, when that Division went down, he transferred to Division 393 at Chillicothe, Missouri. After the Burlington was reorganized he went to Division 616 of which he is still a very



Bro. C. H. Leaphart, Div. 616, and Wife

active member, having been our Insurance Secretary for a number of years.

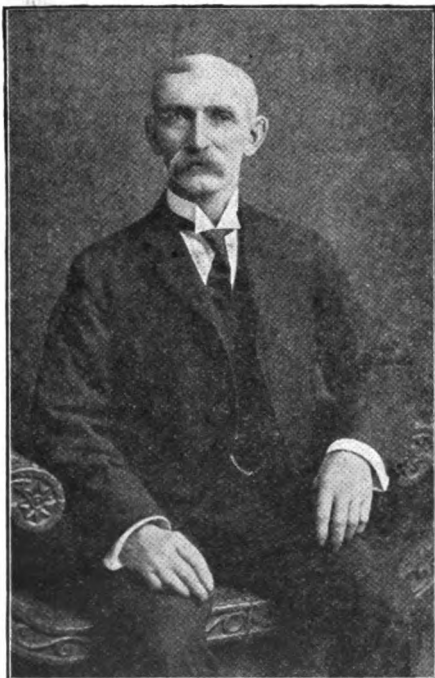
Brother Leaphart was very proud of the Honorary Badge and was almost overcome when it was handed to him as it was a complete surprise, and the mem-

bers of Division 616 were almost as proud as we certainly think a lot of Brother Leaphart, and only hope he will be able to take an active part in our order for years to come.

A. J. SEELMAN, S.-T., Div. 616.

Banquet Given in Honor of Brother J. E. Campbell, Division 147

The B. of L. E., Division 147, gave a banquet at the Forrester's Hall, Spokane, Washington, in honor of Brother J. E. Campbell, aged 74 years, who became an



Bro. J. E. Campbell, Div. 147

Honorary Member of the organization, to which he has been an active member for fifty years. Brother Campbell is the only engineer in Spokane eligible for honorary membership.

The banquet was served by the Ladies' Auxiliary. Brother E. B. Quimby acted as toastmaster. Those responding to toasts were Hon. Tom Corkery, Dr. Frank Rose, Dr. Anthony, S. E. Rogers road foreman and G. F. Egbers master mechanic. Music was furnished by the Millwood High School Orchestra. Others on the program were Unita Kitchen, Miss M. Littlemore, Mrs. Wm. Sisson and William Allen.

Division 147 presented Brother Campbell with an umbrella and Sister Campbell with flowers.

Following is a sketch of Brother Campbell's railway service. He began firing a wood burner on Sandusky, Dayton & Cincinnati Railway between Sandusky and Dayton, Ohio, March 8, 1867, a local freight run of about 19 hours. Salary was \$45.00 per month. He left the S., D. & C. Company October, 1869, to take a passenger run as fireman on Sandusky, Mansfield & Newark Railway Company, from where he went shortly after to Iowa with the General Foreman of the S., D. & C. to go firing on the Burlington & Missouri River Railway between Ottumwa and Creston, Iowa, where he had his first experience firing with coal.

In July, 1870, he went to East St. Louis and Beardstown, where he was



Mrs. J. E. Campbell

promoted to switch engine, and later to road service on engine 15, named Mollen. He says if any of the old boys are living that were there then, they will remember him or George Greer, John Slason, Bob Adams, Tom Newell or John Bailey. He was initiated in Division 127, Beardstown, Illinois, December, 1871, and was F. A. E. of that Division.

In 1872 he took a sixty day lay off to visit his old home, Sandusky, Ohio, where he went to work for the B. & O. Railway Company, and stayed with them eleven years, seven of which was in passenger service.

He then transferred to Division 153, Garrett, Indiana, and again transferred to Division 147, February, 1884.

Brother Campbell was married at Sandusky, Ohio, May 20, 1873.

Brother Campbell has never failed to pay an assessment or dues of any kind since joining the B. of L. E., and has carried \$3,000 B. L. E. insurance since July, 1880.

Brother Campbell has many friends here and elsewhere who wish for him the best that good health and good fellowship can afford.

MEMBER.

Brother Francis T. Bowler, Division 160, Honored

As an expression of the esteem in which Brother Francis T. Bowler is held by the members of Division 160, Washington, D. C., the following action was recently taken.

At a regular meeting by a unanimous vote of the Division a committee was appointed to draft the following resolution to be presented him at a future meeting:

RESOLVED, That Division 160 B. of L. E., recognizing in Brother Bowler still an active and loyal member of our Division, desires to go on record to thank him for all that has come to us through his loyalty, and strict observance of our Constitution and By-laws, and be it further,

RESOLVED, That as the long years of meritorious and loyal service now rest so lightly upon Brother Bowler, it is our sincere wish that they may extend deep into the future, granting to him a long life of health, happiness and prosperity, that he may be with us as often as circumstances will permit on the occasions of our meetings, that his valued advice may tend to our future good and welfare of our beloved order.

W. C. JASPER,

R. E. ADKINS,

H. S. BOWMAN,

Committee.

Brother Bowler was notified to be present on May 15th, as the Division

had a pleasant surprise for him after our regular order of business. Brother H. S. Bowman presented Brother Bowler with the set of resolutions nicely framed, with the following remarks:

"Brother Bowler, your presence here today gives us one and all great pleasure. We want to tell you how much we appreciate you and try in our weak way to show how much we appreciate all you have done for us, the membership of



Bro. Francis T. Bowler, Div. 160

Division 160, and the B. L. E. in general. It has been in the minds of us all for a long time, but only recently action was taken to draft a set of resolutions to show the spirit of our membership as it feels toward you. So, acting on behalf of our Brothers here, the committee tried to do the best it could in drawing up these sentiments which I assure you are sincere in every way, even though the fluency and flowery phrases are lacking. So with this understanding let us hope that we may live as long as you have lived, be as active and as good and useful a man as you are today, to our Brotherhood and the world at large.

"It gives me great pleasure and does me honor to present to you the sentiments of the members of Division 160, Brotherhood of Locomotive Engineers."

After Brother Bowler had recovered from the surprise given him, he got himself together and made a reply that was pleasing to all present, after which congratulations were in order, and a smoker indulged in by the members present.

I will also add that Brother Bowler is a forty year member, and is now wearing a badge of honor received from the Grand Division.

W. C. JASPER, S.-T., Div. 160.

Bro. Geo. W. Keys, Div. 317, Receives Honor Badge

At a banquet given March 11 by Div. 317 in honor of the young members, with the purpose of getting them interested in the work of the Division, Bro. Geo. W. Keys, our oldest member, was presented with a badge of honorary membership. Brother Keys was born July 4, 1849, in what is now Jefferson County, West Virginia, then a part of Virginia. He went to firing on the old Orange, Alexandria & Manassas Railroad, now a part of the Southern, in 1869; was promoted to engineer in 1872 and was made R. F. E. in 1895, which position he held until June, 1903, at which time his only son was killed in a railroad accident and he retired from active service of his own accord. He is now employed in a clerical capacity in the general offices of the Southern Railroad at Washington, D. C.

He married first on Oct. 22, 1875, Miss Mollie Johnson of Franklin, W. Va., who died shortly after the death of their son, and on Dec. 20, 1906, he was married to Miss Annie B. Spedden of Oakland, Md. He was initiated in the B. of L. E. in Capitol Div. 160 at Washington, D. C., in July, 1880, there being no Division on his own road at that time, and was transferred to Div. 317 at its organization in 1886.

He was F. A. E. and Insurance Secretary from its organization to 1899. He also was their representative at several conventions. He has always been an active church member, taking a very great interest in church affairs, in which he has been encouraged and assisted by his wife. He has taken the four great mottoes of the B. of L. E. as his guide, obeying the Golden Rule and living a Christian life.

His 71 years set very lightly upon him and we hope he may realize the

promise of his appearance and live a long time to enjoy this honor.

BRO. JAS. W. SPENCER ALSO HONORED.

At this meeting we also presented Bro. Jas. W. Spencer, our Past Chief Engineer, with a Past Chief Engineer's badge, he having initiated 46 members into Div. 317 during his term. It was the purpose of the meeting to bring out to these young members facts as to the importance of attending the meetings of the Division and the benefits to be ob-



Bro. Geo. W. Keys, Div. 317

tained by taking an interest in the Order. After Bro. R. B. Cobean, C. E. outlined the object of the meeting, and a few remarks were made by Bro. J. V. Spencer, P. C. E., and other Brothers Bro. H. E. Wills, A. G. C. E., representing the Grand Office, entertained us with an interesting address, impressing upon us the many obligations and responsibilities of a locomotive engineer, giving the many opportunities of protection afforded by the different features connected with the Organization and outlining the aims and purposes of the Co-operative National Bank of the Brotherhood of Locomotive Engineers. We had a short recess for the purpose of greeting Brother Wills, who unfortunately had to leave early. Bro. J.

Whiddon, General Chairman, being present, gave us an interesting talk, after which we adjourned to attend a most sumptuous banquet that had been prepared by a committee of ladies composed of Sisters Ross, Spencer, Dennis, Heart, Cobean and Miss Manie Brown, daughter of Bro. H. S. Brown, to which the local railroad officials and a few special guests had been invited. The official staff was represented by almost an entire attendance from superintendent down. After enjoying a feast that I declared to be fine and listening to short toasts from all of the officials and good many Brothers, we departed for our homes, feeling that we had spent one of the most profitable and enjoyable afternoons and evenings of our lives.

L. A. HOWARD, S.-T. Div. 317.

Bro. Wm. Bevington Retired

Bro. Wm. Bevington was retired April after a 56-year record without, as you might say, even scratching the pilot, having never had a serious accident. He made his last trip on March 31, doubling the road at the age of 70 years. His first railroading was as water boy on the White Water division, Big Four, in 1865 then fireman, then engineer on freight train for one year, thence to passenger service, which position he held for 52 years, with a clear record. He never served a day's suspension in his long career. The last few years he has run what is known as Nos. 10 and 11, fast passenger from Indianapolis to Cincinnati, the Queen City Limited, scheduled 2 hours and 30 minutes, a distance of 120 miles. Often when something happened to delay his train the run was made in 2 hours and 5 minutes. Years ago we used to call him "Wild Bill."

Some years ago when he was running a local passenger train, with the old straight air brake and three-way cock and no driver brake, he discovered a small child, three years old, sitting in between the rails. He quickly put air on the train, reversed his engine, ran out on the pilot, jumped to the ground and grabbed the child and got off the track with the little fellow in his arms, and the engine passed by him. There were several eye witnesses to this noble and heroic act.

Brother Bevington has many sterling qualities besides his ability to run and

manage a locomotive. He was always just, honest and true to his employer and honest and square with his fellow workmen. He is a Brotherhood man from the soles of his feet to the crown of his head, true to his faith.

Brother Bevington's good wife met him on his last trip at Greensburg. When she saw the engine round the curve, all decorated and a sign on the front end which read "My Last Trip," she came near fainting. Bro. P. H. Doyle and wife accompanied Sister Bevington to the train and had to lend her assistance. Brother Doyle and others had flowers to present to Brother Bevington on his arrival. A newspaper man took pictures and in the excitement flowers were strewn on the ground, Brother Bevington standing among the flowers. His daughter, Catherine, met her father at the depot in Cincinnati and rode back to the engine house with him, saying she would help him complete his last trip. Quite a number of the Brothers of Div. 546 met our veteran Brother on his arrival at Cincinnati Union Station to give him the glad hand of welcome and many kind wishes for his future life. May the God of our fathers, whom the sun, moon and stars obey in their stupendous orbits and revolutions, be your aid in right living as you journey down the slope of life. A great many more good things might be said of the activities of our veteran hero.

J. N. BEGGS.

Cor. Secy. Div. 546, Indianapolis, Ind.

Join Now

The Plumb Plan League is organized by the chief executives of all railroad organizations, farmers' organizations and others who believe in permanent public ownership and democracy in the operation of the railways. All trade unionists should join the League and assist. JOIN NOW!

Wasted Effort

Trying to convince the conductor, after you have stood the caboose on end, transferred the stew cooking on the caboose stove to the floor and put a lump over the "con's" eye as big as a walnut, that it was all caused by a kicker, especially when you try to locate the kicker just to prove it, but can't find the kicker,

HONOR ROLL

Under this head will be printed only photographs of members who have received the Honorary Badge for forty years' continuous membership in the Brotherhood, together with a brief history of their railroad careers. In the case of members who have been retired from service on account of the age limit, their history alone will be printed.

Railroad Career of Brother John O'Connor, Division 838

A very pleasant and interesting ceremony took place at Division No. 838, Miami, Fla., on March 20th, when Bro. John O'Connor was presented with the Honorary Badge of the G. I. D. of The Brotherhood of Locomotive Engineers.

Brother O'Connor has had a remarkable career. Born in Liverpool, England in the year 1852, yet it only takes a glance at the name to determine his mother country.

When he came to this country he landed in New Orleans, La., going from there to Galveston, Texas, before there was a railroad built in the state. He went to work for the H. & T. C. about 1870, working for them only a short time, going from there to the I. & G. N. Here he fired an old time wood burner and was promoted to engineer, running out of Houston for a period of about three years.

He joined the B. of L. E. at Palestine, Texas, Division No. 194, about 1878. He again became restless and went from the I. & G. N. to the Texas Pacific, where he remained for a short period and thence hiked away for Mexico in order to regain his failing health. After spending the summer there he returned to the T. P., running there two more years, going from there to Pensacola, Fla. Here he worked for the L. & N. for about ten months and got discharged for killing a cow.

He next secured employment on the R. F. & N. and the old F. C. & P., but left these roads on account of what Brother O'Connor said was "rotten conditions."

From Florida he went to Knoxville, Tenn., and engaged in the grocery business. Brother O'Connor says he truly believes that if his business had not been where he could always hear the Locomotive Whistle he would have made a success, but the continued annoyance of the Boys blowing the whistle caused

his grocery business to end in bankruptcy.

He then went to the Northern Pacific where he ran out of Brainard, Minn. for 28 years.

After finishing his railroad career Brother O'Connor came south, locating in Miami, Fla. Not content to sit idle he invested in a "Lizzie" and continued in the transportation business and judging from appearances, he has been extremely successful, as he now owns and operates a modern up-to-date car which he can always be found with his cob pipe and the B. L. E. JOURNAL. He hopes that any Brother coming to this far southern city will look him up, and we venture to say that you will find him preaching the doctrine of Unionism, and praising the B. of L. E. Pension Association, of which he is a Member and Pensioner. J. C. ROWELL, Div. 838.

Two Veterans Honored by Division 546

Division 546 appointed a committee of nine members to arrange to entertain a Cincinnati on April 23, 1921, our two Brothers pensioned March 31st, namely Brothers Wm. Bevington and N. M. Campbell. We presented Brother Bevington with a handsome traveling bag. The presentation speech was made by our worthy Brother James A. Carney of Division 184, who had been intimately associated with Brother Bevington in General Board work and various other duties in B. of L. E. work. It was enough to say that Brother Carney's speech could not be excelled. It was wonderful the brotherly feeling that was brought out in the talk he gave about a record so clear there was not a spot or blemish to be found anywhere.

A large picture of Brother Bevington and his engine taken on his last trip at Greensburg was also presented to him to commemorate his 55 years of active service.

Brother Campbell was presented with two briar pipes, finest made, also a pound of the best tobacco. This presentation speech was made by E. J. James of Div. 143. He also gave a eloquent talk and brought tears to the eyes of many when in his remarks he alluded to the character and record of our worthy Brother N. M. Campbell. Brother Geo. Diver also presented Brother Campbell with another pipe and a pound of tobacco. We also presented

Master Bevington and Sister Campbell. Each with a fine cut glass vase 4 inches over the top and 14 inches high. Calls for speeches were in order, but the Brothers and Sisters were too full for utterance.

There were about 300 in attendance. We had men of all walks in railroad service, even to officials of our Division railroad. Brother J. J. Gilchrist, head foreman of engines, delivered a fine address, calling attention to the excellent record these sterling Brothers had made.

The committee of arrangements left nothing undone. A banquet was given and the inner man was surely satisfied, after which the floor was cleared and we danced until the wee small hours. We will give the credit of this grand good time to our worthy Chief Engineer and the Chairman of the Committee, J.

Feely, more efficient men could not be found for they sure were on the job. It was remarked by officials and men that we ought to have more of these meetings, for it brought a closer and better feeling so that we could understand each other better. Mr. Geo. Powell, train master, stopped one of the fast passenger trains at the hall door for some of us who wanted to could go home without going to the depot, and he departed, feeling that we could ever look back with happy reflections of a happy and profitable meeting to all.

Yours fraternally,

J. M. BEGGS, Cor. Secy. Div. 546.

Brother John Dider, Division 393, Given Honor Badge

At a regular meeting of Division 393, June 5, 1921, Brother John Dider was presented with an honorary badge, the first member of this division to receive the honor. It was presented by Brother Harry McKinley in a neat address. Brother Dider was born at Cold Water, Michigan, July 12, 1857, and attended school at White Pigeon, Michigan. After working in the shops about a year he started firing on the Lake Shore & Michigan Southern railway in 1868, and was promoted to engineer in 1872. He was transferred to the Chicago West Michigan road in 1879 and joined Division 168, Ionia, Michigan. When this division lost its charter he was transferred to Division No. 1, Detroit, Michigan. He left the Chicago & West Michigan rail-

road in 1882 and obtained employment on the Chicago, Milwaukee & St. Paul road. He was transferred from Division No. 1 to Division No. 117 at Mason City, Iowa, being a charter member of that division. He worked out of Mason City until 1887, then came to the Kansas City division of the Chicago, Milwaukee & St. Paul railway and located in Chillicothe, Missouri, becoming a charter member of Division 393 when it was organized by Brother C. H. Salmons, editor of JOURNAL, who was then located at Brookfield, Mo. Brother Dider is still



Bro. John Dider, Div. 393

in passenger service between Kansas City, Missouri, and Ottumwa, Iowa, making his two hundred and twenty-two miles a day. Although nearly seventy years of age he is still as spry as the youngest of them. He now lives at 424 Colorado Avenue, Kansas City, Mo., and would like nothing so much as to hear from any of the Brothers that he used to know in the long ago.

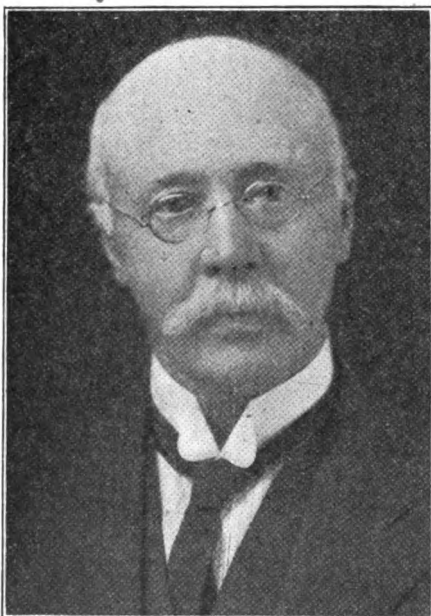
E. C. VANBUSKIRK, S.-T. Div. 393.

Brother C. C. Brown, Div. 657, Retired

On September 6, 1916, Brother Brown had completed 43½ years railroad service, and was therefore retired on pension by the Canadian Pacific Railway.

Brother Brown began the railroad game in January, 1873, as a machinist helper in the I. C. R. shops at Moncton, New Brunswick; he began firing in April of the same year, and was promoted to engineer in December, 1878.

Brother Brown joined the first B. of L. E. Division that was organized on the I. C. R. at Campbellton, N. B., and on that account had to leave the service of that Company in August, 1882. Then, as today, there was that familiar slogan in the air, "Go west, young man, go west." Brother Brown heeded the call and wandered westward, where he



Bro. C. C. Brown, Div. 657

found a solid base on which he built an enviable railroad record with the Canadian Pacific Railway. He remained in continuous service with the latter Company until his retirement.

Brother Brown was well and favorably known by a great many of the "Old Timers" who have recently crossed the Great Divide, and is just as well and favorably known by many of the present-day engineers who can recall their first real lesson in the art of railroading, and they will usually say (if Charlie Brown had anything to do with the lesson) it stood them in good stead in the years that followed.

Brother Brown was noted for his abil-

ity as an engineman. In the days that the 4 and 6 wheeled coupled was the modern engine his performance was marvelous. He seemed to have an uncanny influence on these engines for making them handle the tonnage.

Brother Brown is a particularly active man, and is a living testimonial to the benefits derived from clean living. He takes a keen interest in gymnastics, and on frequent occasions has put some classes to shame in the Y. M. C. A. by putting on a few turns of his own. By way of demonstrating that he was yet a long way from being a dead-head, he kicked the top of the door jam as he entered the Foreman's office after making the last run.

Brother Brown's relations with the Officers of the Company have always been most cordial and he leaves the service with the good wishes of every one of them.

The members of this Division presented Brother Brown with a handsome sum as a token of the respect and esteem in which he is held by them.

Brother Brown and family decided to make their future home at Marpole, which is on the outskirts of Greater Vancouver and is an ideal spot.

Since Brother Brown's retirement, the Almighty has seen fit to remove Mrs. Brown from this world of cares, and deep down in the heart of every member of this Division there is feeling of sympathy for the young old man in his hour of trouble. We sincerely hope and trust that he will be spared from further worry and trouble, and that he may live to enjoy many years of happiness and well-earned rest.

Bro. L. F. Alley, Division 101, Received Honor Badge

On May 2nd, at a regular meeting of Division 101, Brother L. F. Alley was presented with the "Honorary Badge" for holding continuous membership in the B. L. E.

Brother Alley was born in Richmond, Virginia, December 29th, 1853, employed on the C. & O. between Richmond and White Sulphur as fireman in 1868 and was fireman on construction train while the C. & O. was being built west and fired the first special that was ever run from Richmond to Huntington, W. V. On this special was General Wickham

M. S. Dunn and H. D. Whitcomb and other prominent officials of the road.

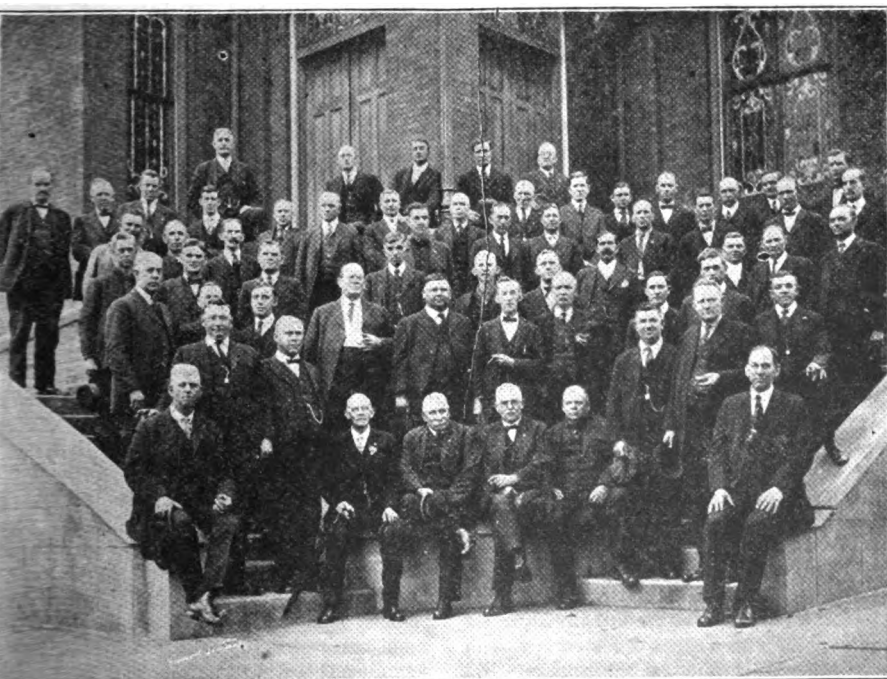
Brother Alley was promoted in No-



Bro. L. F. Alley, Div. 101

vember, 1873, and when the divisions were changed in 1877 he was assigned to the Western Division between Clifton Forge and Hinton, Va., where he remained until March, 1917, when he was retired.

For 38 years he ran train 13 and 14 between Hinton and Clifton Forge, Va. Brother Alley has pulled many prominent specials over the Chesapeake and Ohio, among them the "Smokeless Coal," "Miss Helen Gould," the "Holy Special" and many of the directors' specials. Mr. Alley comes of a family of pioneer railroaders, his father, known as "Uncle Dick" Alley, ran an engine over the C. & O. from 1851 to 1897 as did three of his brothers, Geo. W. Alley, C. W. Alley, now deceased, and J. H. Alley, who still runs out of Ronceverte, West Virginia. Brother L. F. Alley has been a member of Greenbrier Division 101 for forty-three years, thirty-eight of which were spent in passenger service. His railroad career has been remarkable in that he never even injured a passenger or employee, and when pensioned by the Chesapeake and Ohio railroad in 1917, President G. W. Stevens



MEMBERS DIVISION 101, MINTON, WEST VA.

complimented him highly on his wonderful record.

The members of Division 101 are proud of this veteran brother; to prove same they recently gave a banquet in his honor, at which seventy-three covers were laid. After the banquet, short and interesting talks were made by several of the veterans, which were all enjoyed by the younger members.

The next Honor Badge will be presented on August 4, to Brother C. H. Fredeking.

Division 101 has much to be proud of. Not only has it as fine a body of men as any Division can boast of, as the group picture will show, but more than that, there is harmony and co-operation between the members, and that is what counts.

W. W. WICKLINE, S.-T. 101.

Brother W. J. Adams, Division 499, to Retire

Brother W. J. Adams of Rexford, Mont., Division 499, Whitefish, Mont., started his railroad career as fireman in 1899 on the Illinois Central. After three years, he was promoted to engineer and continued working on this railroad till 1906. Leaving the Illinois Central, Brother Adams took up his residence in Whitefish to work for the Great Northern and for the past fifteen years he has continued in the service of this company.

Brother "Bil." Adams has finally decided to retire within a short time, having taken up entirely different work, and he will start business with the Cascade Remedy Co., which is opening up an office in Spokane, Wash.

A few years ago, Brother Adams made a wonderful discovery, the nature of which has been of the greatest service to so many afflicted who have already during the past three years experimental period, benefited so greatly.

The discovery is the wonderful medicinal virtue found in a common weed, and one might say that Brother Adams has found his business material on the side of the railroad track. The weed grows mostly everywhere in the Rockies. The use of the plant was first suggested to Brother Adams who cured himself of piles and since that time he has experimented with the medicine and has done an immense amount of good for others.

There will be many who Brother "Bil." along the line, will go with him the hearty from all his friends for such a new venture.

Brother P. B. Ready, Division Active Service Fifty-two

Brother P. B. Ready was born in England April 24, 1851, coming to America with his parents when about 10 years old. They located at Cort



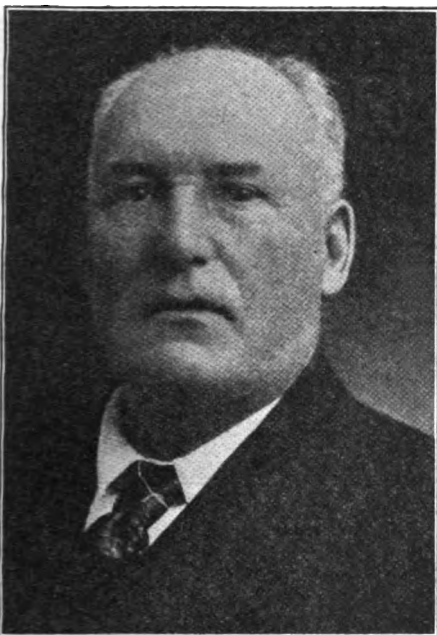
Bro. P. B. Ready, Div.

York. Brother Ready commenced his railroad career as brakeman on the New York and Binghamton in 1868, going on the Southern Central in 1871, where he was promoted in 1871 on the New York and Elmira. He went to the New York and Brook Railroad in 1884, which was taken over by the New York and Albany on September 1, 1920, making a total of fifty-two years of railroad service.

Brother Ready was initiated into the B. L. E. in Division 41 at Elmira, New York, in 1877, making him a member for forty-three years. He served on the local board of the New York and Brook for ten years, and has been active in general affairs of the B. L. E. during the days of the uphill climb of organization. WM. BREWER, S.-T.

Brother Lew Patrick, Division 657, Retired

On the 31st day of October, 1919, after 41 years of service with the Canadian Pacific Railway, the many friends of Brother Lew Patrick heard the familiar tone of his whistle for the last time as he approached the city of Revelstoke. They knew that when he had brought his train in that day he was closing his railroad career, for he was being superannuated, by his own request, on that date. Arriving at the shop with his pet



Bro. Lew Patrick, Div. 657

engine, on which the Company had put his name in gold leaf, he made a careful inspection of every part, then stepped back and took one last long look, picked up his personal tool box and carried it into the round-house where he presented it to Brother Norman McLeod who had been his faithful mate on many a former trip.

Brother Patrick began his railroading in 1878 at St. Boniface, Manitoba, on the Pembina Branch of the C. P. R. as a brakeman. This branch was the first road constructed into Manitoba from the south. After braking for four months Brother Patrick was promoted to conductor, but after serving in this

capacity for six months, decided he would like to try the motive power end of the train and commenced as fireman out of St. Boniface. He fired for a little over two years and in April, 1881, became a full-fledged engineer, and has been running from that time until the date of his retirement, some 38 years.

Brother Patrick followed construction across the prairies and through the mountains as far west as Craigellachie, at which point the construction gangs from the east and from the west met and connected the steel of the continent's first transcontinental line. The connection was accomplished on June 6th, 1886.

Lew, as he is familiarly known, took the first train (No. 1) from Canmore to Donald. He remained on this run (1 and 2) for 32 years. When we realize that this is a crack main line train over a mountain division, we believe that he established a record that will never be equalled.

During Brother Patrick's experience he has seen many changes both in the country and in the rolling stock. The locomotives of 1881 weighed 37 tons; today the modern locomotive on the mountain division weighs 250 tons.

The Canadian Pacific was the only corporation that Brother Patrick ever favored with his services. He was born on the farm of his parents at South Durham, 65 miles east of Montreal, and remained at the family fireside almost until he came west. On the 23rd of December, 1887, Brother Patrick married Miss Minnie Hood of Springfield, Ill. They have three children, all of whom are living. They include Mrs. Boye of Calgary, Alberta, Jack and Miss Jean, who reside with their parents at Kerrisdale.

During Brother Patrick's remarkable railroad career he has never had a serious accident, and has to his credit 25 merit marks for catching a runaway car on the mountain grade which was meeting him head-on. By his great presence of mind and ability to think fast, he stopped his train and backed down the grade, allowing the car to strike his engine with such little force as to prevent any serious damage.

Brother Patrick was for years Chief of Division 657, and not only the members of this Division, but his fellow em-

ployees in every branch of the service learned to look upon him as a guiding light, ever ready to give good advice to help others to solve their difficulties. and many are today thankful that they followed the advice and will boast that they are today better citizens for having been acquainted with the "Grand Old Man."

On Brother Patrick's retirement, the members of this Division presented him with a handsome sum as a token of the love and esteem in which he is held by them.

Brother Patrick and family have decided to make their future home at Kerrisdale in the suburbs of Vancouver, B. C.

Although 66 years of age, the greater part of which was spent on a hard mountain division, he is hale and hearty and his many friends, and members of the B. of L. E. in particular, wish Brother and Mrs. Patrick many happy years of retired life.

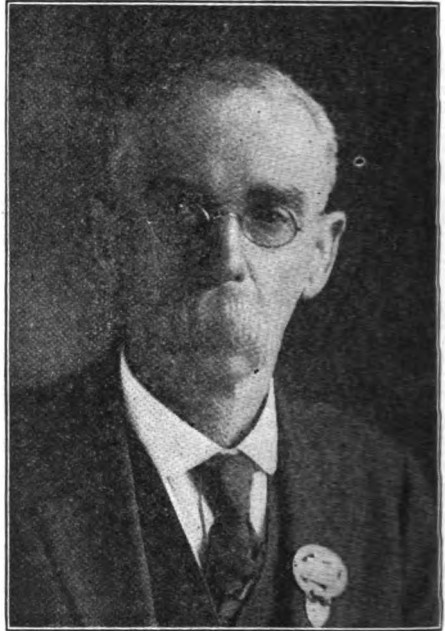
Brother Walter C. Conover Wears Honorary Badge

Brother Walter Cunningham Conover was born October 4th, 1854, at Bowling Green, Indiana. He began his career of railroading in 1869 as an apprentice in the machine shops of the T. H. & P. R. R. (now the Vandalia) at Terre Haute, Indiana. Since those days he has run all kinds and classes of engines. In 1871 he began firing on the second construction engine used in building the present C. I. & W. R. R. east out of Decatur, Illinois. He was promoted to extra engineer in 1876, so he has been an engineer for forty-five years. He went to the Wabash Railroad in 1878 and run both freight and passenger for sixteen years.

Brother Conover was initiated into the B. of L. E. by Division 155 at Decatur, Illinois, on February 5th, 1881, making him a member of the B. of L. E. for forty years. In 1894 while on the Wabash road he became involved in the A. R. U. strike, going from there to the Chicago and Alton Railroad. While there he was a member of Division 19 at Bloomington, Illinois, and at the time he was discharged from that road was Chief of the Division. His offense was trivial, but his leadership in our Union was the cause of his dismissal.

He ran freight and passenger for six years before coming to the C. I. & W. R. R., nineteen years last September.

Brother Conover was married September 5th, 1878, at Bloomington, Illinois, and has six daughters, four of whom are married. He also has two



Bro. Walter C. Conover, Div. 11

grandsons and two granddaughters. His wife is Treasurer of Division 14 G. I. A. to the B. of L. E. at Springfield, Illinois, and has been a member of the Division for twenty years.

At present Brother Conover is in active service, running an engine in the yards at Springfield, Illinois.

A MEMBER.

Railroad Career of Bro. W. T. Sigler, Div. 101.

My first railroading was as fireman on the B. & O. in 1872. I was employed by Mr. A. J. Crummell, M. M., who was later transferred to the first Division where I followed him. At that time we worked twelve hours for a day at \$2.25 and no overtime, and when the company took off the fire cleaners, leaving that work to us, and followed that with a notice that after July 16th, that pay for all work would be reduced fifty per

cent, we got our heads together and when we received a later notice of a further reduction of ten per cent, I threw down my shovel and quit. On my arrival home my wife remarked, after learning the situation, that if I had no more firing to do I might make a good huckleberry picker as the crop was unusually good that year, a fact some of the strikers had occasion to be thankful for.

I was employed at various things for a number of years and with varied success until 1891, when I again went firing. This time on the C. & O. out of Hinton, and after six years was promoted there. I have been running ever since, never had an accident or injured any other fellow employees. On December 20th, 1920, there was removed from me my dear companion and as I have passed the seventy year mark and having no one to work for I applied to the C. & O. for a pension which was granted. I am also one of the fortunate older brothers who took out the B. L. E. pension when the opportunity was open. I will never forget the great Brotherhood as long as I live. I am proud that I have these many years been a member of such a grand old organization.

W. T. SIGLER, Div. 101.

Sketch of Railroad Career of Brother John Graney, Division 602

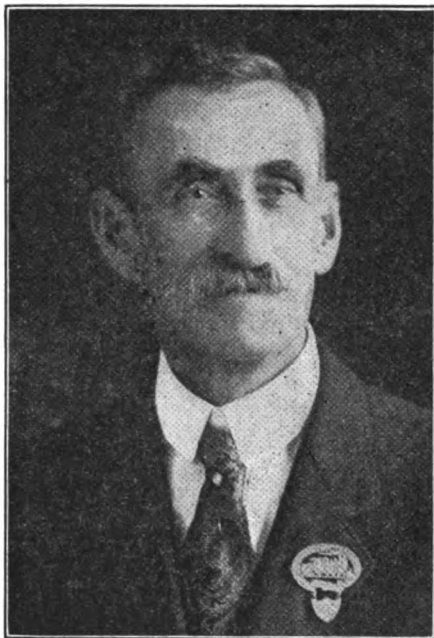
On the occasion of the celebration of the eighteenth anniversary of the organization, Div. 602, B. of L. E., in Champaign, Ill., presented Brother John Graney with an honorary membership badge.

Brother John Graney was born in Bristol, Connecticut, Jan. 1st, 1854. He commenced working for the Illinois Central in August, 1868, in the round-house at Centralia under Mr. David Oxley. He was employed in 1871 as locomotive fireman, when only 17 years old. He was promoted to engineer Oct. 5, 1877. He ran freight until 1892, when he was promoted to a regular passenger run, with engine 968. This position, as passenger engineer, he has held ever since, and is still in regular service, pulling the fast mail, No. 2 and No. 5, on the Illinois Central between Champaign and Centralia.

Brother Graney joined Div. 24, B. of L. E., at Centralia, March 12, 1879, and

took out insurance the same year. He served as delegate to the Atlanta convention in 1892 from Div. 24.

When Div. 602 was organized in Champaign, on March 29, 1903, Brother Graney was one of its charter members, and being appointed chaplain, has held that office ever since. It has been fifty-three years, the first of next August, since Brother Graney commenced with



Bro. John Graney, Div. 602

the I. C. and, during his 53 years of service, he has never had an accident that caused injury to anyone, for which he was to blame.

He gave a great deal of his time and energy to the up-building of our brotherhood and its insurance, and he says that he has been well repayed, as he has seen the order develop from a weakling to what it is today—"THE LARGEST AND BEST LABOR ORGANIZATION IN THE WORLD."

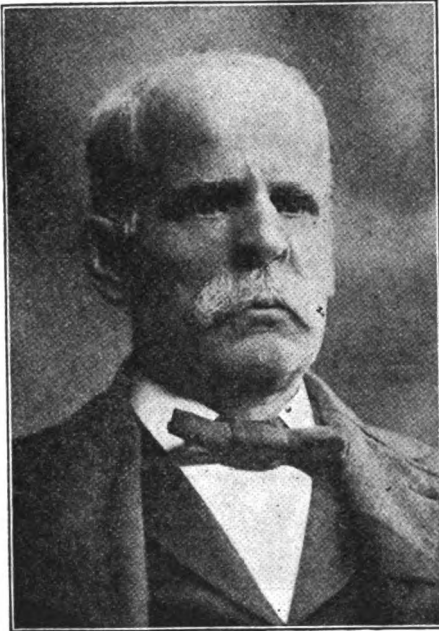
Brother Graney has forty-three years of continuous membership in the Brotherhood to his credit, as well as many other things that have made him a shining example to the young men of today, and his many friends here join in expressing the wish that he and his estimable wife may remain with us long to

enjoy our mutual friendship and fraternal good will.

J. W. FINNEY, S.-T. 602.

Brother Thomas Yates, Division 200

Brother Thomas Yates was born in Lancashire, England, March 31st, 1839, coming to America in 1844 and settled in Selvania, Kenosha County, Wisconsin. He went firing in 1870 on the



Bro. Thomas Yates, Div. 200

Western Union Railroad, running between Racine and Freeport, Illinois, and was promoted in 1875. Brother Yates was married in 1877 at Freeport, Illinois, moving to Savanna, Illinois, in 1881, where he went to work on the Iowa Division of the Chicago, Milwaukee and St. Paul Railroad. He worked on that division until his retirement in 1901. Brother Yates transferred from Division 27 to 200 in 1883, and has been a member of the Brotherhood for forty-two years, and represents not only the pioneer but is one of the type who by their loyalty have been an example for others to follow, for no man has retained membership in the Brotherhood during those days who has not had his loyalty tested on more than one occasion. But it is the everlasting sticking

to it which makes the successful man in any walk of life, and a record of forty-two years of continuous membership in the B. L. E. is a credit to any man.

MEMBER

Brother Timothy Maney, Div. 489

HONOR TO WHOM HONOR IS DUE.

At a regular meeting of Daniel Boone Division 489 held February 2nd, 1921, Brother Timothy Maney was presented with the Honorary Bodge of the G. I. D. Brother Maney was born in County of Cork, Ireland, coming to this country with his parents when he was quite small; starting his railroad career when but a lad, as water boy on a construction train at Litchfield, Illinois, on what was then the St. Louis, Alton and Terre Haute Railroad. Shortly afterwards he obtained a position in the shops at Mattoon, Illinois, and after serving in that capacity for a while began firing on the same road, at the age of seventeen. After enduring for five years the hardships that few of the beginners of today know very little, if anything about, he was promoted. After running about two years Brother Maney decided to look around, so he spent several years trying out some of the jobs throughout the country, working a while on the C. B. & Q., then to the M. I. & N. at Centerville, Iowa, now owned by the C. B. & Q. Leaving there the summer of 1885 he came to the old "Kentucky Central" then owned and operated by the C. & O., known now as the Kentucky Division of the Louisville and Nashville Railroad.

Brother Maney was initiated into Division 37, Mattoon, Illinois; transferred to Division 56, Keokuk, Iowa; admitted by card to Division 35, Ludlow, Kentucky; charter member Division 271, Covington, Kentucky, later a charter member of Division 489, Covington, Kentucky.

Brother Maney has been a member of the Brotherhood for over forty years and takes his stand among the veteran engineers that made possible the Brotherhood we have today, therefore it was a great pleasure to Division 489 to present to him a badge that money cannot buy. Brother Maney has served on several grievance committees, including

the first committee of Division 489. He is faithful in his attendance and is always in for anything that tends to build up our Brotherhood and create a better feeling among the men. He is still in active service, pulling one of the L. & N. best through passenger trains.

We feel indebted to our senior engineers, and are glad when the opportunity presents itself to honor and praise them for the stands they took way back in the beginning. So Three Cheers for "Uncle Tim."

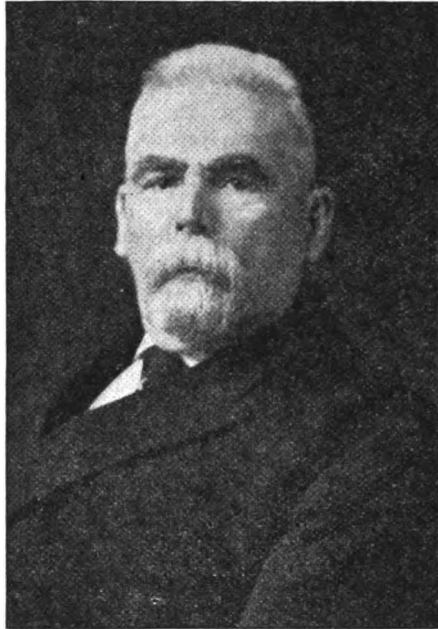
C. M. BOWLING, Div. 489.

Brother John K. Chapman, Div. 47

Brother John K. Chapman was born October 4, 1836, at Friendship, New York, and began his railroad career as brakeman for the New York and Erie Railway, October 2, 1854; started firing on same road July 6, 1856. He continued as fireman until promoted in 1859 to the position as engineer, which he held until some months later, being set back firing due to business conditions. He continued as fireman until the outbreak of the Civil War, and on September 26, 1861 enlisted in the Ninth New York Cavalry, serving for over three years, during which time he earned much distinction for meritorious service. After being honorably mustered out in October 26, 1864, he resumed his position as fireman on the New York and Erie Railway and on February 26, 1865, was again restored to his former position as engineer, which he has held continuously until retired from active service in September, 1907, at the age of 70 years. Brother Chapman has pulled every important train running over the Allegheny Division of the Erie Railroad, and from 1889 to 1903 served that company in the capacity of road foreman of engines on the Allegheny and Bradford Divisions. Since his retirement from service as engineer, he has been serving in the capacity of road foreman of yard engines at Hornell, New York, making him over 66 years of service for that system, now known as the Erie Railway.

He joined B. L. E., Division 67, Dunkirk, New York, in the fall of 1865, and at various times has filled every office in the Division, also serving as a delegate to the following conventions; Boston 1877, Kansas City 1879, Montreal

1880, Baltimore 1881, San Francisco 1884 and at Richmond, Virginia, 1888. At present he is Insurance Secretary for Division 47, which position he has filled for many years with much credit to himself and the Division. Despite his advanced age Brother Chapman is very active, his opinion being sought for and prized highly by people in all



Bro. John K. Chapman, Div. 47

walks of life, he being regarded by all as one of Hornell's most sterling citizens.

In 1919 he acted as Grand Marshal for a parade given by the City of Hornell in honor of soldiers who participated in the World War, and who enlisted from this vicinity, Brother Chapman leading the parade, and apparently as much at home on the very spirited horse he rode as in the cab of a locomotive.

At the supper given in the evening by Lodge 134, G. I. A. to B. of L. E., which was well attended by brothers of Divisions 47 and 641 and many notable visitors, Brother Chapman was highly lauded by several able speakers and later presented with a chair by the members of Division 47 as a slight token of appreciation of his valiant and untiring services in their behalf.

GEO. M. BOH, S.-T. 47.

A Veteran Brother Honored

Brother Russell C. Martin, 423 College Street, Los Angeles, California, a Civil War Veteran, received notice of his election as Commandant of the Veterans' Home of California on February 19th, 1921, and has taken command at once. Brother Martin served in Company I, First Vt. Cav., from December 1863 to August 1865, enlisting at the age of fifteen. The new Commandant is one of the best known G. A. R. men in the state, having recently completed the 1919-1920 term as Dept. Comd. of Dept. California and Nevada G. A. R., also served five years as Commander for Bartlett Logan Post No. 6, during his residence of forty years in Los Angeles. He was a Southern Pacific locomotive engineer until placed on the Honor Roll in 1915. The Veterans' Home of California is one of the largest and most important of the State Homes in the United States, having about 900 acres of land with buildings to house 700 people with dairy and hog and chicken ranches also. The home is beautifully situated in the Napa Valley about 55 miles northeast of San Francisco. Of the 2,250,000 Union Veterans who enlisted in the Civil War, only about 225,000 are still living and are passing at the rate of 3,000 per month. As these veterans are of an average age of 77 years, these homes will be continued for many years, including in their numbers the Spanish War and World War Veterans.

We are glad to state that one of our members has been shown the honor of being chosen to fill such an important position, and proud of the fact that he is so worthy of that honor.

MEMBER.

Brother Charles N. Allen, Division 47

Brother Charles N. Allen was born December 28, 1839, at Ripley, Chautauqua County, New York, and at the age of fifteen commenced as fireman on the Buffalo and State Line Railway, now a part of the Lake Shore Railroad. He came to the New York and Erie Railway January 5th, 1857, and was employed as engineer, continuing as such until retired at the age of seventy years, except for a period of about two years

which is covered by his term of service as a veteran in the War of the Rebellion.

After retirement from active service, he was assigned to service by the Erie Railway as superintendent of grade crossings, on both the Allegheny and Bradford Divisions.

Brother Allen joined Division 47, Brotherhood of the Foot Board, May, 1864, and continued until November 26, 1864, when it was changed to Brotherhood of Locomotive Engineers. He was



Bro. Charles N. Allen, Div. 47

very active in Brotherhood matters, serving the Division in various offices, notably that of delegate to the Philadelphia convention in October, 1873.

Brother Allen's record is clean and one of achievement, one which all members of Division 47 have just and due reason to be proud of, and his many varied hardships and experiences known only in the memory of our pioneer members are jealously guarded by the younger generation as conspicuous events in local railroad history and also serve as shining mile stones marking the steady and stable growth of the B. of L. E.

GEO. M. BOH, S-T 47.

Brother Joseph A. Resseguile, Division 399, Receives Honor Badge

The members of Division 399 together with their ladies, met in their Division room for the purpose of con-



Bro. Joseph A. Resseguile, Div. 399

ferring on Brother Joseph A. Resseguile the Honor Badge, which is the highest gift of the order. This badge is conferred only on members who have held continuous membership for forty consecutive years, and Brother Resseguile is the first member of Division 399 to merit that honor. In reply to the presentation, Brother Resseguile delivered an elegant talk on the benefits of the Brotherhood and especially its motto of "Justice." A brief sketch of his railroad career follows:

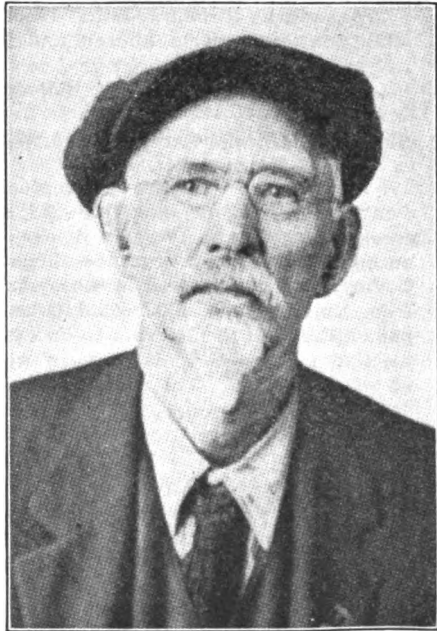
Brother Joseph Resseguile was born in Benson, Vermont, and raised on a farm. At his majority he came to the middle west and for a year assisted a brother, who was a stock broker, in driving Texas cattle to Chicago market. Tiring of "bucking bronchos," he went further west where his brother James was running an engine on the Central Pacific, he having pulled the first pullman train over the Humboldt Division in Nevada. In 1873 Brother Resseguile

began firing. In 1877 he went into the shop to prepare for engineering but business being good he was soon put on the main line running, where he worked for several years. In 1879 he joined Division 108 at Carlin, Nevada. Later the Humboldt was absorbed by the Truckee and Salt Lake Division, he going to the latter, and from there transferred to Division 158 at Wadsworth and then to Division 283, Oakland, California, and later to Division 399, Seattle, Washington, where he now holds membership. In 1895 he went to work for the Everett and Monte Cristo Railway. This road was taken over by the Northern Pacific and he has since been in the employ of this company. In 1886 he married Hattie E. Wilcox, a sister of Ex-Senator Wilcox of Vermont. They have two sons. The older is an engineer now working for the Northern Pacific Railway.

J. J. GRANT, S-T 399.

Railroad Career of Thomas B. Bowman

Thomas B. Bowman was born in Liverpool, Pennsylvania, March 23, 1850.



Bro. Thomas B. Bowman, Div. 289

At 18 years of age he began his railroad career as fireman on the Frisco Railroad for Engineer Ben Smith. He

served in this position for three years and seeing a better opportunity elsewhere, he left the Frisco to accept a position as fireman on a woodburner for Harry Garrett on the Missouri Pacific. Later on he went to the O. & M. Railroad and was promoted there, running out of Seymour, Indiana, at which time he joined the B. of L. E. in Division 39 at Seymour, Indiana.

In the year 1884 he transferred his membership to Division 289 at Vincennes, Indiana, making this change when transferred to run out of Beards-town, Flora and Pana into Vincennes. In 1885 he was transferred to the Mississippi Division, running a freight engine from East St. Louis to Vincennes, Indiana, often making extra trips to Cincinnati and Louisville. In 1895 he was assigned to a passenger engine for the O. & M. Railroad, and later for the B. & O. R. R., serving twenty-two years as passenger engineer.

Mr. Bowman always believed that the welfare of the railroad was largely dependent upon the faithful service of the engineer, and fully realized the great responsibility of the engineer who had the safety of the traveling public in his charge, and he discharged that responsibility with credit to himself and the railroad company.

A FRIEND.

Sketch of Railroad Career of Bro. W. S. Manson, Div. 489

I took service with the old Kentucky Central Railroad on June 1st, 1873, six weeks before I was 16 years of age, as an apprentice machinist at the shops at Covington, Ky. I worked in these shops from time to time, but would be sent out on the road at intervals as an extra fireman for in those days there were no extra firemen. This sort of service continued for several years when I was given a regular position as road fireman.

My pay was \$1.60 per day or \$9.60 per week for the 800 miles and two days cleaning the engine which had numerous brass mountings and had to be polished as neat as human endeavor could make it. My engineer drew \$3.50 per day. Some engines had one pump with no injector, some had two pumps with no injector and some times a pump and an injector. With one or two pumps, in bitter cold weather, with flues leak-

ing, it would be necessary to, if standing in the siding, to pump her up by hand, and sometimes to oil the rails, set the tank brake, give her steam and pump her up that way. We used then a small Sellers injector if there was one on the engine, and often it would be necessary to pour a couple of buckets of water on the injector to cool it so it would go to work.

On the first of June, 1879, I was promoted to running a passenger engine, known as the "Falmouth Accommodation," doubling a forty mile run daily



Bro. W. S. Manson, Div. 489

between Covington and Falmouth, Ky., except Sunday, and was paid the sum of \$60.00 per month. Brother John Muggeridge of Division 489 was my fireman. All of our locomotives the first several years I worked for the company were wood burners. I ran this run for a year and asked for a freight run, and ran a freight run for two years when I took a through passenger run and held same until October, 1904. The only braking power we had in those days was by hand, and the tank brake was required to be set by the fireman when the engine was running light, as the engineer was not willing to reverse his engine to help stop her

unless in absolute danger. Some of these engines were 14x22 inch stroke with a five foot wheel, and a 16x24 inch engine was called a big engine. They would weigh from thirty to forty tons, and sometimes a little less. All braking was done on passenger and freight by hand, and the brakemen in those days were men of unusual skill and ability in this service, being able to stop a passenger or freight train wherever desired, especially when the engineer was well understood by the men behind him, and he would shut off steam at the proper place of distance from the stopping point. All brake beams and shoes were of wood, with perhaps 100 nails driven through the wooden shoe into the brake beam, but they certainly did hold well. The freight cars at that time had a capacity of eleven tons. I could speak of many interesting instances for the younger men, especially as to our hardships, as railroading was then difficult in comparison to the present, with so many modern improvements, now. In the latter part of 1904 a ten-wheeled passenger engine on the L. and N. 171 miles south of Covington turned over with me and placed me in bed for more than six months, which ended my railroad service.

I became a member of Division 35, then located in Ludlow, Ky., in June, 1880, and am still a member of this splendid organization, Division 489, Covington, Ky. I desire to thank the Grand Lodge and Officers for their kindness in presenting me with a Grand Lodge Honorary Badge, and for all other kind courtesies to me, and also thank Division 489 and all of its members for the favors and comfort given me.

W. S. MANSON,
B. HILL,
S.-T., Div. 489

To Meet the Emergency

As the old lady strolled on the cliffs near a seaside town she came across a lad dressed in the well-known Boy Scouts' rig.

"What do they teach you in the Scouts?" she asked him, with a beaming smile.

"To be manly citizens and true to king and country," replied the lad promptly.

"And what are you going to be when you grow up, my little man?" went on his self-appointed examiner.

"A soldier to fight for the king," was the patriotic reply.

"Very brave," applauded the old dame. "Now suppose you saw the king's coach dash along, with runaway horses, straight toward the edge of this cliff, what would you do?"

The youngster eyed her in disgust. Evidently she was one of those people who never imagine a boy has any sense. He determined to settle her once and for all, so he replied:

"I'd shut my eyes, and sing, 'God Save the King!'"—*London Answers.*

Salary of President

The salary of the first President of the United States was fixed by the Congress in 1789 at \$25,000; March 3, 1875, it was raised to \$50,000 by act of Congress; March 4, 1907, a fund of \$25,000 was added for the use of the President for traveling expenses, and the second session of the sixtieth Congress, 1907, fixed the salary of the President at \$75,000, without changing the sum given for traveling expenses.

The Plumb Plan provides for rail service without profit, and without graft, gives the employee a voice in management, and puts an end to the continual strife which has demoralized the railroad service.

Railroad Men's Home

The following contributions were received at the Home during the month ended June 30, 1921:

| | |
|--------------------------------------|-----------------|
| G. I. A. B. L. E., Div. 229..... | \$ 10.00 |
| Summary | |
| Grand Division, O. R. C..... | \$260.00 |
| B. R. T. Lodges..... | 136.88 |
| Grand Division, B. L. E..... | 26.40 |
| O. R. C., Division No. 48..... | 25.00 |
| B. L. F. & E. 774..... | 10.00 |
| G. I. A. B. L. E. Division No. 229.. | 10.00 |
| L. A. O. R. C. No. 51..... | 5.00 |
| C. S. McKay, 119 B. L. E..... | 1.00 |
| A. S. Lunt, 877 B. R. T..... | 1.00 |
| A. W. Foster, 357 B. R. T..... | 1.00 |
| James Costello, 270 O. R. C..... | 1.00 |
| Joe Hayes, 97 O. R. C..... | 1.00 |
| E. S. Nichols, 97 O. R. C..... | 1.00 |
| | \$479.28 |

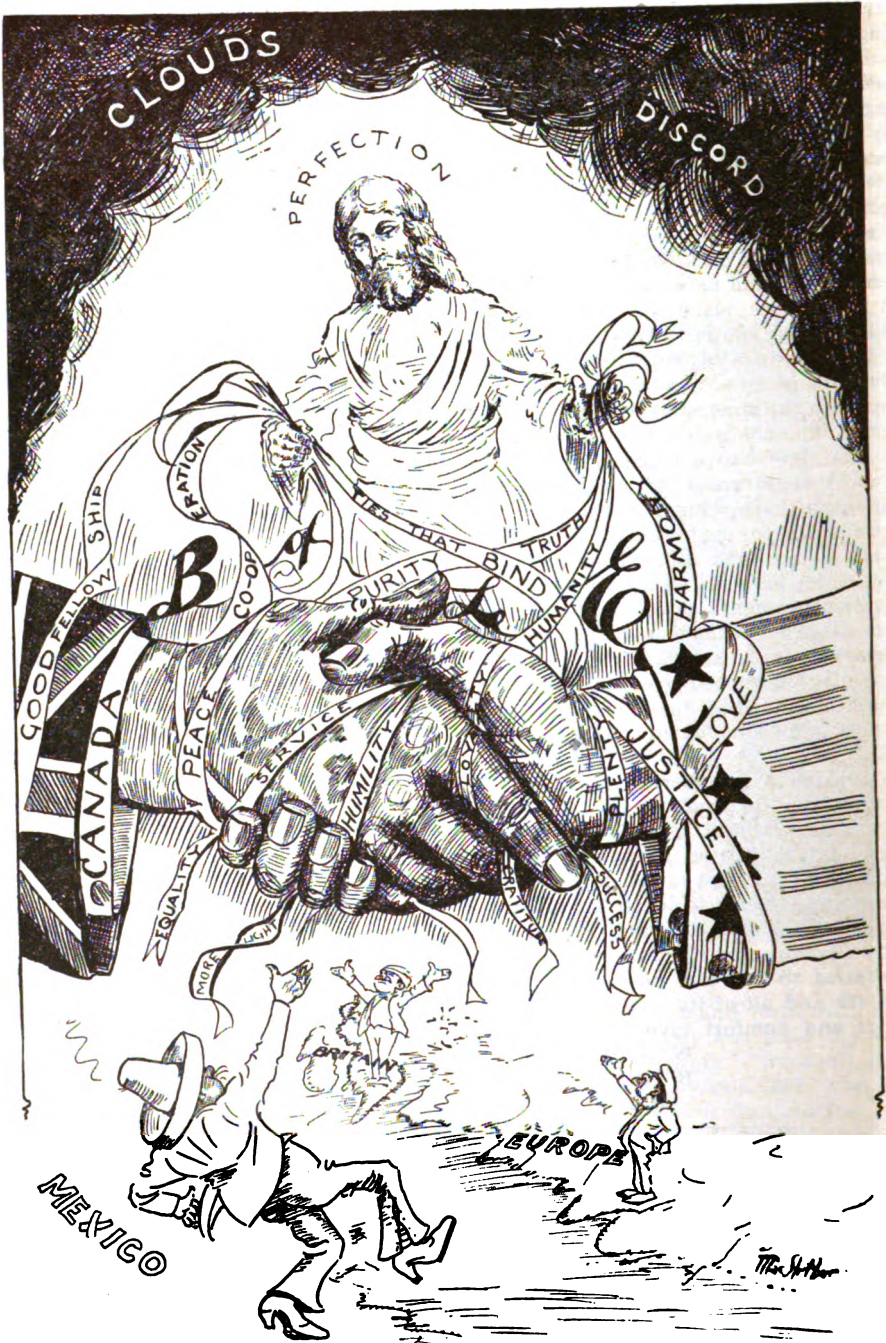
Miscellaneous

| | |
|----------------------------------------|--|
| One quilt—L. S. B. of L. E., Div. 319. | |
| Box fruit—L. A. T. 310. | |
| Eighteen towels—G. I. A. B. L. E. 374. | |
| One quilt—L. A. O. R. C. 267. | |

Respectfully submitted,

JOHN O'KEEFE,

Secretary-Treasurer and Manager.



OH, WHEN?

TECHNICAL

BY T. F. LYONS

EFFECT OF LEAKAGE PAST THE APPLICATION PISTON PACKING RING

Question. We had a distributing valve removed from an engine, and all valves were ground in to a seat, also a new equalizing piston packing ring applied. Having no test rack, we applied the valve to an engine to test it out, and when the brake was applied, it would release promptly when the independent brake valve was placed in release position. But when an attempt was made to release the brake by placing both brake valves in running position, there was no exhaust at the distributing valve exhaust port, but air blew at the brake valve, and the brake would finally release. We again removed all parts of the distributing valve for a more careful examination, and decided to apply a new application piston packing ring. Having done this, the valve worked O. K. Will you please say if leakage past the application piston will cause the brake to act in this manner?

W. D. H.

Answer. To obtain a release of the brake it is necessary to first exhaust the air from the application cylinder and chamber, and this may be done by placing the independent brake valve in release position, or by placing both brake valves in running position.

In the case you cite the statement is made that the brake would release promptly when the independent brake valve was moved to release position. This would indicate that no great amount of air was leaking past the application piston to the application cylinder. When a release of the brake is made with the independent brake valve in release position, the air in the application cylinder and chamber escapes to the atmosphere through the application cylinder pipe and direct exhaust port of the independent brake valve. When a release of the brake is made through the automatic brake valve, the air from the application cylinder and chamber escapes to the atmosphere through the distributing valve release pipe, independent and automatic brake valves. Any obstruction in this pipe or

either of the brake valves would cause a delay in exhausting the air from the application cylinder and chamber, and the drop in pressure in these chambers may be so slow that brake cylinder leakage may reduce the brake cylinder pressure as fast as the application cylinder and chamber pressure is being reduced through the partially obstructed exhaust; consequently, with the air leaked out of the brake cylinders, there would be no exhaust at the distributing valve exhaust port.

A fair test of the application piston for leakage can be made by placing the independent brake valve in slow application position and noting if the brake applies promptly. Leakage of brake cylinder air past this piston to the application cylinder and chamber will cause a delay in the release of the brake.

MEASURING A VACUUM

Question. Will you please explain how to measure a vacuum? At what velocity will air flow into different inches of vacuum?

J. O'L.

Answer. The term vacuum or partial vacuum as commonly used refers to a void space, or a space containing air at a pressure less than that of the atmosphere, and the amount is usually stated in inches of mercury. The Barometer is an instrument used for indicating the pressure, or variation of density, of the atmosphere. A barometer gage for measuring the pressure of the atmosphere, consists of a tube of glass, more than thirty inches long, closed at one end, and filled with mercury, then inverted so that the lower or open end will be immersed in a cistern of mercury, when the mercury in the tube will sink until its weight balances the pressure of the atmosphere, which by its pressure, is endeavoring to force the mercury up the tube. The mercury in the tube will be found to stand about thirty inches higher than the level in the cistern, when the pressure of the atmosphere is 14.7 pounds per square inch, and will vary from this as the pressure of the atmosphere varies. As thirty inches of mercury presses downward with the same force as the atmospheric pressure, say fifteen pounds per square inch, presses upward, each drop of one pound pressure of the atmosphere will cause a two-inch drop of the

mercury. And it is in this way the atmospheric pressure, or the absence of this pressure is measured.

The rate of flow of air through an orifice is dependent on the pressure acting as a driving head, also the pressure acting as a resistance on the exhausting side of the orifice. Any reduction in pressure on the exhausting side of the orifice would be the equivalent to a similar increase of pressure on the driving head side.

PER TON MILE

Question. Will you please explain how to find the amount of coal burned per 1000 gross ton miles, also the amount of coal burned per car mile? J. F. H.

Answer. To determine the amount of coal burned per gross ton mile, it is necessary to first know the actual tonnage of the train, also the number of miles moved. Multiplying the tons moved by the number of miles will give the ton miles, and this divided into the number of tons coal used will give the amount of coal burned per ton mile.

The number of cars moved over this distance gives the car miles of the train, and this mileage divided into the number of tons of coal used, gives the coal burned per car mile.

AUTOMATIC STRAIGHT AIR BRAKE

Question. Is there an automatic straight air brake, that is, one that will set if the train parts? W. D.

Answer. There is a new type of brake on the market known as the Automatic Straight Air Brake that, as far as known to the writer, is not in use on any steam road. Recently, tests were made with this brake in the handling of heavy tonnage trains on grades, where a train of 9000 tons was successfully controlled down a 1.6 per cent grade. The Railway Review of April 2d gives a somewhat lengthy account of this test. This brake, like other types of train brakes in general use, is made to apply with a reduction of brake pipe pressure, and to release with an increase of brake pipe pressure; therefore, train parting will cause the brakes to apply throughout the train.

INDEPENDENT BRAKE FAILS TO APPLY

Question. Will you please make clear the following peculiar action of the engine brake? I have a regular engine in switching service, and recently the distributing valve was changed account

of defective exhaust valve. When getting the engine out of the house, and attempting to stop on the table, I placed the independent brake valve handle in application position, but the brake failed to apply; then moved the automatic brake valve to emergency position, and the brake applied O. K. After releasing the emergency application with the automatic brake valve I tried the independent, and the brake applied and released in the usual manner. Went out in the yard, and for a time the independent brake worked fine, but when making a close stop for a switch, and with the independent brake valve in quick application position, the brake failed to apply, the engine going through the switch, and now the superintendent wants me to serve time for the switch.

I took the engine to the house, and our air man changed the reducing valve, after which the brake seemed to work all right. But when I got out in the yard, and was going up to couple onto a cut of cars, the brake failed to apply, and the draw bar on the car was driven in. The yardmaster now ordered the engine to the house, and this time they changed the independent brake valve, so now, we have a new distributing valve, reducing valve and independent brake valve, yet there is no change in the action of the brake. I am now using the automatic brake to do the work, and while we get along all right, would like to know what causes the brake to act in this manner. What makes this action so puzzling is, when the independent brake does apply, it operates as intended, and if it applies at one time, why should it not at another? I have also found that when the brake is applied with the automatic brake valve it cannot be released with the independent brake valve.

B. M. L.

Answer. The latter part of your question makes clear the cause for your brake acting in the manner described. To make clear just what is meant let us first say that to apply the brake it is necessary to put air in the application cylinder and chamber, and when the different parts of the brake apparatus are in proper condition, this may be done by moving the independent brake valve to application position.

When the independent brake valve handle is placed in application position, main reservoir air at a reduced pressure coming through the reducing valve to the independent brake valve is free to flow through the application cylinder pipe (the middle pipe connection at the distributing valve, left side) which is directly connected to the application cylinder, thus insuring an application of the brake.

However, where the application cylinder pipe is crossed with the distributing valve release pipe (the lower pipe connection to the distributing valve, on the left) the brake may or may not apply when the independent brake valve is placed in application position, all depending upon the position of the equalizing slide valve in the distributing valve. When the equalizing slide valve is in release position both the application cylinder pipe and release pipe connections to the distributing valve are connected to the application cylinder and chamber through a port in this valve. Therefore air entering at either the application cylinder or release pipe connections is free to flow to the application cylinder and chamber and apply the brake. However, where the equalizing slide valve is moved from release position, the release pipe connection of the distributing valve is closed to the application cylinder by this movement, hence the air coming from the independent brake valve through the application cylinder pipe which is now connected to the release pipe connection cannot enter the application cylinder, consequently the brake will not apply. The equalizing slide valve moving from release position is due to a variation of brake pipe pressure caused by a non-sensitive feed valve. To test for "crossed pipes," with the brake charged make a ten pound reduction of brake pipe pressure and return the handle to lap position. Now move the independent brake valve handle to release position, and the brake should release, failing to do so would expect to find the application cylinder and release pipes crossed.

BRAKE APPLICATION MADE FROM TRAIN

Question. Will you please give an expression as to what is considered good practice in handling the engine and brake valve, where for some unknown

reason the brakes apply in emergency while the train is in motion?

There seems to be considerable difference of opinion as to what is best to do. Some argue that steam should be shut off at once and the brake valve handle moved to either lap or emergency position, while others claim that the brake valve handle should be moved to release position and steam used until the train stops. What is your opinion of the matter?

L. P. H.

Answer. Any instructions or rule given to govern action in case of accident can be given only in a general way, as conditions vary, so that what might apply in one case may not apply in another, and it is the rule of good judgment that applies in all cases. However, it may be said that where the brakes are applied from some other point than the brake valve, it is best to shut off steam and move the handle of the brake valve to either lap or emergency position, preferably the latter. This will allow the train to come to a standstill as quickly as possible, and in case of a break in two the head and rear portion will not be separated any great distance; therefore, when they come together, if they do, the shock will not be severe. There is still another reason why this method should be followed out. Supposing that the trainman, to avoid accident, opened the conductor's valve or the rear angle cock; now, if the engineer, who does not know at this time the cause for the brake applying, continues to use steam and moves the brake valve to release position, it is evident that the train will not be stopped as quickly, and possibly not in time to avoid accident. We may, therefore, be safe in suggesting that, where the brakes apply from a cause unknown to the engineer, steam should be immediately shut off and the brake valve moved to either lap or emergency position.

EQUALIZATION OF PRESSURES

Question. Where the auxiliary reservoir pressure is known, how can you tell at what pressure the auxiliary and brake cylinder will equalize at in a full service application?

B. H. F.

Answer. To learn the pressure at which equalization takes place it is first necessary to know at what pressure the auxiliary reservoir is charged;

and second, the length of piston travel; and where this is known the following rule applies: Multiply the volume of the auxiliary reservoir by the absolute pressure and divide the product by the combined volume of the auxiliary and brake cylinder, subtracting 15 from the quotient; the remainder will be the pressure of equalization. For example, let us take a freight car having an 8-inch brake cylinder; here the auxiliary reservoir has a volume of 1620 cubic inches; and the brake cylinder, with 8-inch piston travel, has a volume of about 450 cubic inches. Now with the auxiliary reservoir charged to 70 pounds gage pressure, which is 85 pounds absolute pressure (15 pounds atmospheric pressure being added to the 70 pound gage pressure), we have $1620 \times 85 = 138,135$; then $1620 \div 450 = 2070$ cubic inches, the combined volume of the auxiliary reservoir and brake cylinder. Now, $138,135 \div 2070 = 66$ pounds, and from this we subtract 15, which gives us 51 pounds, the pressure of equalization.

ENGINE BRAKE RELEASES IN RELEASE POSITION OF THE BRAKE VALVE

Question. Will you please say what will cause the engine brake to release when the handle of the automatic brake valve is moved to either release or holding position. The brake will apply and remain applied in lap position, but will release promptly in release or holding position. N. T. P.

Answer. This is caused by leakage in the distributing valve release pipe, the lower pipe connection on the left.

TERMS USED IN TRAIN BRAKING

Question. Will you please explain what is meant by the following terms used in air brake work: "Split Reduction," "Pre-Release," and "Graduated Release." These terms are used frequently, and, no doubt, many of the Brothers, like myself, do not understand what they mean.

M. P. N.

Answer. The split reduction means the dividing into two or more reductions, with a little interval between, a number of pounds, that if drawn off in one continuous reduction would be considered a heavy application, and would cause harsh slack action.

While a reduction is being made, the brakes nearest to where the brake pipe air is discharging apply earlier than

those farther away. This difference becomes greater the heavier the reduction and the longer the train. In stops when moving ahead, this runs the slack in and compresses the drawbar springs. When the reduction is completed, it will be the same throughout the train, causing the rear brakes to increase in holding power to that of the forward brakes. The compressed drawbar springs will then run the slack out, heavily or gently, depending on the amount of the continuous reduction.

Example in the use of the split reduction: In the control of a train it is desired to make a fifteen pound reduction, let the first reduction be six or seven pounds, and after the slack has had time to adjust itself, make such further reduction as may be necessary to control the train. While stops will be made in somewhat less time by applying the brake heavier at the start, the harsh slack action resulting, makes this method of braking other than desired, and points out the advantage of the split reduction.

Pre-Releasing: By pre-release is meant the starting of the release of the brake just enough before the stop is completed that they will be almost off at the stop, so as to avoid the shock that will follow holding a more or less heavy application until stopped.

Trains of eight cars or more must be brought to a stop before brakes are released; trains of less than eight cars may have their brakes released just before stopping.

Graduated Release: Graduated release consists of releasing the train brakes in steps or graduations, as can be done with certain type of brakes found on passenger car equipment. It is accomplished by increasing the brake pipe pressure enough to move the triple valve parts to release position, then stopping the flow of main reservoir air to the brake pipe by lapping the automatic brake valve.

The triple valve parts are then moved back to graduated release lap position by air from the supplementary or other reservoir, and this stops the release of brake cylinder air. The nearer the brake pipe pressure is restored to the standard pressure carried, the more of the brake cylinder air will be discharged. In making stops from usual speeds it is desirable to make an application heavy enough to avoid taking un-

necessary time to stop. If such an application were held, an accurate stop could not be made, wheels would be more likely to slide, and there would be a jerk as the train stopped. By graduating or stepping down the brake cylinder pressure as the speed of the train reduces, the brakes may be very nearly or fully released as the stop is completed.

Questions and Answers

Question. Would like to know if there is any difference in the back pressure and compression in cylinders of an engine using saturated steam as compared to one having the same valve adjustment using superheated steam?

H. H., Div. 676.

Answer. There is a difference. The engine using saturated steam has most back pressure, for two reasons. In the first place, the saturated steam is more sluggish and will not exhaust itself so quickly or clearly as the other, and in the second place the greater density of the saturated steam will cause a higher compression than would the same volume of the lighter, more compressible superheated steam.

Question. Under what conditions is a firebox likely to become overheated?

ENGINEER.

Answer. From the water level in firebox being so low as to bare some part of the crown sheet. From accumulation of mud or scale or grease over some part of the sheet, or from foaming so that there is no solid water in contact with the firebox sheets at some point.

Question. Why do we have so much more trouble with boilers than formerly?

ENGINEER.

Answer. There are various reasons for that. In the first place the water and steam space in the modern boiler is much less, in proportion to size, as formerly, there being so much more given to heating surface. The boiler pressure is also much higher and though the same margin of safety is supposed to be preserved, the fact remains that modern locomotive boilers, having large surfaces, are more difficult to stay, thus having inherent weaknesses not present in the smaller boilers formerly used under lower pressures and lower boiler temperatures.

Question. What is the most frequent cause, and what are the most common contributory causes to boiler accidents,

such as dropping of crown sheets and explosions in general?

ENGINEER.

Answer. Firebox sheets becoming bare of water. This may be due to neglect on the part of the engineer but recent disclosures on the part of Brother W. G. Pack, Chief Inspector of the Bureau of Locomotive Inspection of the Interstate Commerce Commission, prove that the greater number of them may be traced to defective appliances for indicating the water level. It is also true that in the modern boiler there is a certain condition existing with relation to water and steam circulation that make the water gages, as at present applied, not only inadequate, but positively unreliable for correct reading of water level. The sloping back head, the arch flues and the limited steam space being the chief contributing factors to that condition.

Question. What is meant by internal resistance in an engine?

Answer. The term, "internal resistance," usually refers to steam resistance, such as back pressure of steam not wholly discharged with the exhaust, or that resistance caused by the compression taking place in cylinder by the piston movement, after the valve shuts off the exhaust. There is also a degree of resistance caused by the friction of connections, also flange friction, which is sometimes taken into account in summing up the internal resistance of the locomotive for test purposes.

Question. How much power does the "booster" add to the starting power of the engine?

L. A.

Answer. From 25 to 40 per cent.

Question. What is meant by the saying, "Get all possible expansive energy out of the steam?"

R. A. S.

Answer. The expansive energy you must know is the force exerted by the steam confined in cylinder after the cut-off takes place. It is not the best practice in the case of locomotives to try to get all the expansive energy out of the steam as a certain amount of energy in the exhaust is needed to create the draft for combustion for steam making.

Question. When is steam supposed to be "wire drawn," and what is the objection to it?

R. A. S.

Answer. Steam is wire drawn at the admission port in steam chest when the cut off is too short to permit the cylinder to fill to steam chest pressure,

and it is wire drawn at the throttle if the throttle opening is not enough to permit the steam chest pressure to be the same as that in boiler.

Question. What is meant by the saying that a certain kind of lubricator is positive in its action, and how does that relate favorably to locomotive cylinder and valve lubrication? R. A. S.

Answer Your question evidently refers to the action of the force feed lubricator as compared to that of the hydrostatic type. "Positive" means sure; not dependent upon variable conditions. The proper working of the hydrostatic is dependent; first, upon a proper overbalance of water pressure in lubricator from condensing chamber. Second, upon the proper piping, that is, its freedom from leaks or abrupt bends in which condensation may accumulate, and third, upon the excess of pressure from lubricator needed to stimulate oil circulation to steam chest when engine is working.

Triple Valve Versus Brake Cylinders

Triple Valve:—"I would like to give you a brief history of myself and the very important work I do in this great transportation game. We will pass up the old style features of my existence and begin with my "quick action" feature. It was during this period I was in a very bad wreck on one of the western lines and was torn loose from the bottom of the car to which I was attached, and thrown quite a distance from the point of the wreck. While laying on the ground a brakeman passed by, giving me a kick. As he did so he said, "You are the cause of this wreck." One of the sightseers, a "Sheep Rancher," overheard the remark of the brakeman and was curious to know how poor me could cause such a bad wreck. By the way, Mr. Brake Cylinder, isn't it remarkable how loud and eloquent the trainmen discuss the things they know and understand the least about, that is, the brakes? "To continue my story," said the Triple Valve, "it was during the days of small cars and engines, and of short trains. We had pretty smooth riding and running, but as cars became larger and larger and the engines doubled in size, the trains grew longer and heavier. Then the trouble began."

Continued the Triple Valve, "The first great Air Brake genius, Mr. Geo. Westinghouse, perfected the brake up to this

stage of the game. The 'Sheep Rancher,' who overheard the brakeman's remark about the Triple Valve causing the wreck, had in the meantime taken me, the Triple Valve, home, and studied all parts carefully. Finally the 'Sheep Rancher' got a job on the railroad and after more and more study he found that the serial action (applying one after another) of the brakes was so slow on long trains that the slack ran in after about thirty brakes applied, causing great shocks. And furthermore, he learned that the brakes released on the forward portion of the train while they remained set on the rear end. This caused more shocks and great damage to the equipment and, in addition, he found that the trains were troubled with 'stuck brakes,' due to uniform recharge."

Now! Mr. Brake Cylinder, "I want to point out to you the great importance that I, the Triple Valve, am to train movement. The 'Sheep Rancher,' the late Walter V. Turner, our hero, and immortal as far as the air brake world and railroad transportation is concerned, decided that we Triple Valves needed some new features before the brakes could handle long, heavy trains successfully. The solution therefor was Quick service, Uniform release and Uniform recharge.

"The Quick service feature reduced the time of serial action of the brakes on a 100 car train that is almost unbelievable; in other words, the 100th brake applied in ten seconds with a 5-lb. reduction of brake pipe pressure. Under the same conditions and the 100 cars equipped with the old style, or what is known as the 'H' triple valves, 10 per cent failed entirely, two-thirds of the others just moved the pistons out, while the other third, on the head end, set, and the pressure in their cylinders varied from 2 to 4 lbs., and, mind you, a 5-lb. reduction was made in both tests. And it required 45 seconds to reduce the pressure in the brake pipe on the 100th car. Is it any wonder the slack runs in and causes shocks when trains are made up in a haphazard way and only partly equipped, or perhaps no 'K' triples in the train? It should be apparent to one of dullest comprehension that the slack could not run in in the short space of time mentioned—10 seconds.

"Another important feature is the

Uniform release. Of course, my dear Brake Cylinder, you are not interested very much in the finer sciences of the brake, as you merely receive the air pressures which I, the Triple Valve, throw into you from time to time. The above mentioned feature is important for this reason: it retards the release of the brakes on the front end of the train, while the brakes on the rear end are releasing; in other words, I automatically act as a retainer on the cars in front where the high brake pipe pressure is found after releasing the brakes.

"My third new feature was the Uniform recharge. By which it is made possible to more uniformly recharge the auxiliary reservoirs throughout the train. Here again the high excess pressure goes back into the brake pipe and partly closes the recharging ports on the front end and the pressure flows on back to release and recharge rear brakes, thus avoiding 'stuck brakes' on the head end of the train.

"I am sure you will grant, that were all freight cars equipped with the 'K' triples and the brakes maintained in reasonable condition, that freight train service would be 90 per cent more efficient and safer. What can you say, Mr. Brake Cylinder, for the insignificant part you play in this game?"

The Story of the Brake Cylinder.

The Brake Cylinder:—"Mr. Triple Valve, you have given a very interesting account of yourself, but you, like hundreds of others, have not conceived a very comprehensive understanding of what importance I am in the game of efficient and safe engine and train movement. The cause is, that you, like others, have bamboozled yourselves with theories which do not work out in practical service.

"It might be an interesting bit of news to you and others to know that never in the history of the brake have I, the Brake Cylinder, been able to do what I was designed to do, namely: 'Produce a low cylinder pressure for a light brake pipe reduction and a high cylinder pressure for a heavy brake pipe reduction.' This is caused by a poorly designed brake rigging which does not permit my piston to move out promptly to an 8-inch volume and, furthermore, with a heavy reduction of brake pipe pressure my piston does not stop at 8 inches. After taking up all the slack in the brake rigging, truck, and

the tilting of the truck, or shoes pulled down toward the rails, we may find the piston butting up against the non-pressure head, consequently there is a low cylinder pressure. The above conditions are not the fault of the brake devices or those who operate the brake valve.

"It has been a time honored theory that my piston does in actual practice what it did in the instruction car, but that is all 'PUNK,' as we have NONE of the practical road conditions in the instruction car. I think, if you will consider it seriously for a moment, that nobody is in a better position than I am to furnish the proper information in regard to the pressures obtained for the different reductions of brake pipe pressure and it must be admitted that from my point of observation, under the car, that I can see just what takes place with each performance of the brake; likewise, I can see what the rods, levers, brake beams and shoes are doing, as well as notice which ones are not doing anything to help stop the car.

"As an example, I will relate what I noticed while standing on a side track not far from the main line of another road. The Engineer whistled for the block, his train was moving very fast, he failed to get it and he must have made a very heavy reduction of brake pipe pressure because soon the fire commenced to fly for it was at night, and I cast my eye along the whole train which consisted of eleven passenger cars. What did I see that was out of normal? Why, my dear sir, I saw no fire flying from some of the shoes, a little from others and about six pair of shoes throughout the train were throwing more fire than all the others combined.

"To give you a better idea of the foregoing, for instance, if you had to carry two buckets of water you could do it much better if you took one bucket in each hand and used all of your fingers and thumbs to grip the handles, than you could if you attempted to carry both buckets in one hand or one finger for each bucket, perhaps two fingers for each bucket. That is the condition of the brake rigging, which can be found on thousands of cars on the railroads of this country. The Master Mechanic, Roundhouse Foreman, Car Foreman, Car Men, Railroad Air Brake Men and even some Traveling

Engineers never see it. Who is in a better position to see these rotten conditions than I, the Brake Cylinder, am? The above condition of the brake rigging has cost the railroads millions of dollars for flat wheels, but there has always been that easy line of least resistance to follow, namely, blame it on the engineers. The silly and absurd idea that the engineer can, by certain kinds of brake pipe reductions, cause the brake shoes to rub ten times harder on one pair of wheels than on some other pair in the same truck and under the same car could only be conceived by a man without common sense.

"Some think and say that you put two and one-half pounds of pressure into the brake cylinder for each pound of brake pipe reduction. That is only true for equalized reductions, when we have normal conditions. I have seen as high as 40 pounds in the brake cylinder for a 5-lb. brake pipe reduction. It will be news to some who haven't studied the late Mr. Walter V. Turner's 'Brake Cylinder Philosophy,' to learn that my piston does not move out instantly to an 8-inch volume. If it did, I would have a very low pressure, the same as you have seen in the instruction car, possibly 3 or 4 pounds for 'H' triples and 6 or 8 for 'K' triples. In actual service, when the brake adjustment has been fixed at 6 inches for terminal test and full service reduction of brake pipe pressure is made, could we expect the 5-lb. reduction to push the piston out to 6 inches or even 4 inches. And why not? What would be the pressure in the cylinder if the piston moved out just four inches? The heavier the brake rigging and newer the car, the shorter will be the piston travel. Consequently, at low speeds there isn't time and distance enough to let the piston move out to a point in the cylinder that would produce a lower pressure. The train crew and others who have a like amount of brake cylinder knowledge promptly say the engineer is using dynamite. It should be understood that I develop a different braking ratio for each increase or decrease of speed for the same brake pipe reduction; for example, with the above piston travel adjustment and a 5-lb. reduction of brake pipe pressure when the speed was only four miles per hour, the piston travel might be only 4 inches, while at twenty miles per hour the piston

travel might be 6 inches or perhaps 7 inches; consequently a much lower cylinder pressure. Isn't it perfectly evident that no human being on earth can change the braking ratio between cars, by any kind of a reduction of brake pipe pressure, when the cylinder volumes are good, bad or indifferent?"

The Brake Cylinder continues: "As you have referred to some of the great benefits derived from the use of the 'K' triple, may I be pardoned if I refer to some of the new features?"

"Certainly," said the Triple Valve, "go ahead; I have commenced to see that you do amount to something, after all."

"Very well," said the Brake Cylinder, "I thank you for small favors. To take a short cut and get to the point at once, we will take for example an eighty car train of 'H' triples; 20 pounds was obtained in the first car cylinder in 25 seconds, 20 pounds in the 50th car cylinder in 93 seconds, and 20 pounds was obtained in the 80th car cylinder in 95 seconds. Under the same conditions and the cars equipped with 'K' triples, 20 pounds was obtained in the first car cylinder in 17½ seconds, 20 pounds was obtained in the 50th car cylinder in 37 seconds, and 20 pounds was obtained in the 80th car cylinder in 39½ seconds. Can anybody be so dull as not to understand what that means toward handling long trains when applying the brakes? Now let's release the brake and see what we have to deal with when handling a long train like this, equipped with old style triples. We find the 'H' triples have released down to 5 pounds in the brake cylinder, first car in 3 seconds, 50th car in 13½ seconds, and the 80th car in 21½ seconds. And now look at the great difference when the 'Ks' are used. We find the first car released down to 5 pounds in the brake cylinder in 19 seconds, 50th car in 15½ seconds and the 80th car in 15¼ seconds. In the case of the 'K' triples, we find that they are holding the head end brakes on while the rear brakes are releasing. But in case of the 'H' triples, we find the conditions reversed; that is, the brakes on the rear end have that part of the train anchored to the track while the front end is running away, this is where the drawheads must come sooner or later, of course, depending on the make up of the train and the kind of brake adjustment. The most appalling fea-

ture of the whole problem is that the 'K' triples have not been universally adopted by the railroads. Why have the local officials, car men, shop men and train men been allowed to grow gray in the service without knowing the A. B. C. principles of the modern brake and equipment problem? Why wouldn't they take the brake off of a little 'Ford' car and place it on a 4-ton truck, and it loaded, at that?

"Perhaps herein lies the cause, or partly so, at least: For years it was a time honored custom for some to teach that all the ills of the air brake system and poor brake adjustment, as well as brake devices which were out of date, could be remedied as well as overcome by certain kinds of brake pipe reductions. The good people who had obsessions of that kind should have had them removed by a surgical operation and a little common sense grafted in the vacancy. If they had taught real air brake principles, as it is in actual daily service, they would have advanced the efficiency and safety qualities of the brake, which would have been of great benefit to rail transportation everywhere."

It has been a time-honored custom for some air brake instructors to teach that all defects in the way of poor brake adjustment could be overcome by certain kinds of brake pipe reductions, thus putting up to the engineer obstacles that he could not possibly overcome, thus shifting the responsibility to shoulders least able to bear it, and this failure to know and to face the conditions squarely has delayed the proper development of the air brake, and caused unsatisfactory and expensive braking everywhere the air brake is used.

Centennial Exposition

The first great "World's Fair" in America, the Centennial Exhibition of Arts and Industries at Philadelphia, was opened May 10, 1876, with thirty-three nations represented by exhibitions. President Grant, Emperor Dom Pedro II of Brazil and many other distinguished men were present. The exhibition was open for paid admissions 159 days and the total cash receipts from admissions was \$3,813,725.50.

Train Rules—Standard Code

BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

It is seldom necessary to draw attention to the preamble of this department, as it speaks for itself, but now and then someone overlooks it or fails to grasp the operating facts set forth in the Standard Code of Rules, and sustained in the answers here. Below is quoted an unusual letter; written without regard to the preamble, or often repeated statements made in these columns.

(1) "On Page 4 of our Book of Rules, Rule B tells the employee what to do when he is not fully clear on the rules, and the proper authority is the man who examines him.

(2) "In March Journal on Page 226, take answer No. 3 and our Rule 220-A, on Page 56, covers that, and we do not handle things on this division the way he prescribes in his ruling. (3) Take his questions and answers in February Journal: Refer to his first question and our Rule 208-A on page 51, covers it entirely. (4) Take the second question in the February number the rule he claims that he has tried to get added to Rule 220, is in our Book of Rules and is Rule 220-A. (5) His answer to the third question between a work extra and another extra is dead wrong according to our Book of Rules. The definition extra, for any extra except work extra, and work extra is a separate and distinct extra, and we have a set of rules that governs the handling of work extras, and you will find this rule on page 72, and you will find that he is dead wrong in his ruling by the mark I have made on top of page 75.

(6) If you will look for question six on page 129 you will find that by consulting our rules on page 62 that kind of wording of an order is not allowed at all."

The preamble to this department is clear and explicit and no attempt is made to advise readers to ignore the rulings governing operations on any road. On the contrary, time and time again, readers have been cautioned to

follow the rulings and practice of the road on which they are employed.

I have never attempted to tell railway officers how they should handle their roads except as they ask for information. The usefulness of this department does not depend upon such dictation; but in teaching men safe practices; in explaining in detail the purpose of train rules as backed up by the rulings of the American Railway Association; in giving its readers the benefit of wide and varied experiences which they could get in no other way; and, finally, in making broader, better railroad men, capable of working on any railroad with credit to themselves and the road.

Had the writer of the above letter been a student of these columns he would have found no occasion to write the letter.

In answering it I wish to point out the fact that I furnished the suggestion for Rule 220-A, read the proof for the book of rules for his road and was consulted regarding it before the book was printed. I have marked sections of his letter with numbers so as to reply to each section directly.

In replying to (1), it is only necessary to draw attention to the paragraph which constitutes a part of the heading to this department.

(2) My reply was based on the Standard Code. Rule 220-A is not a Standard Rule, nor is it Standard practice, hence my reply was not in accordance with the rule. I suggested Rule 220-A myself and think it should be a part of the Code, but until it is, Standard Rulings cannot be based upon it.

(3) My reply was based on Standard practice. Rule 208-A is not a Standard Rule.

(4) See answer marked (2).

(5) The paragraph marked reads, "work extras must give way to all trains as promptly as possible." The question was one as to which extra should take siding. Our correspondent cites this paragraph as meaning that the work extra must take the siding. It means nothing of the kind. It only means that work extras must not delay other trains if it can be avoided. Rule 88 covers the case by clearly stating that the "extra train" in the inferior time table direction must take the siding. The definitions state that an "extra train" is a train not author-

ized by time table schedule and it includes work extras. Evidently our correspondent is not a student of train rules.

(6) Refers to taking siding and is not standard practice nor is it a standard example, hence it cannot be properly used in explaining Standard Rules.

The trouble is that the writer of the letter does not understand the formation of his book well enough to know that Rules 220-A, 208-A and several others he quotes are special rules for his road and not Standard Rules at all.

At the time this department was started, Rules which were identical were given different meanings on different roads; today there is little or no difference in interpretation and this result has been largely due to explanations in these columns.

I am constantly receiving letters from high, and low officials, asking for train rule information and among them are many letters of appreciation. Here is part of a letter just received from a prominent officer:

"I want to express to you my great appreciation of the answers given by you. Your department is the first page that I turn to each month and I am always greatly benefited not only by the information imparted, but in the clear and thorough reasoning which you always set forth in your answers and discussions."

This department will continue to give its readers the best train rule thoughts, and it has never yet mislead anyone on Standard practice.

Mac, Texas, May 1, 1921.

Order No. 1, "Engine 1000 run extra A to Z on the following schedule with right over all trains (time shown at all stations)."

At D order No. 2 was received, "Engine 1006 work extra 9 am to 5 pm between G and K not protecting against extras and has right over No. 82 No. 86 and No. 954."

Has the 1000 any right to pass G without something on the work extra?

Must the work extra do any flagging against extra 1000?

(2) "Engine 21 work 9 am to 5 pm between A and C not protecting against extras and has right over No. 82 and No. 86."

Extra 22 is northbound and received the following order: "Work Ex. 21

Wait at B until 4 pm for extra 22 north."
Are these proper orders?

Member Div. 18.

Answer—The orders are improperly given. The result is that extra 1000 holds right over all trains, which includes the work extra; while the work extra is instructed not to protect against extras, and extra 1000 is an extra.

(2) Whenever extra trains are run over working limits, they must be given a copy of the order sent to the work extra. Should the working order instruct a work extra to not protect against extra trains, extra trains must protect against the work extra. In this case the wait order is protection until the time expires, after which extra 22 cannot enter the limits except under flag protection. Whether or not it entered the limits under flag protection would depend much on the physical characteristics of the road. The orders are correct.

Chicago, May 2, 1921.

No. 3 is a first-class train due to arrive at G at 8:45 p. m. and due to leave at 9:10 p. m. West passing track switch is in west end of yard and east passing track switch at extreme east end of yard. The passenger train station is in about the middle of the siding and no other first-class trains due. Under standard rules, what time should No. 3 arrive and where does the time apply?

S. R. T.

Answer. The time of No. 3 applies at G as follows: No. 3 must not pass the east switch before 8:45 p. m.; it may leave the station but it must not pass the west switch before 9:10 p. m.

The above ruling is given with respect to train operation. If the same schedule is given to the public for the movement of passengers, then No. 3 should wait at the passenger station until 9:10 p. m. But this has nothing to do with train operation and inferior trains must figure that No. 3 will leave the station at any time, but must not pass the switch until 9:10 p. m.

Berea, Ohio, April 28, 1921.

"Engine 4001 run extra A to Z hold main track and meet extra 4004 at B extra 4014 at C and No. 432 at D."

Extra 4004 and extra 4014 are superior by direction. Has extra 4001 right to the main track at all meeting points?

J. H. N.

Answer. As there was no particular station named at which the hold main track portion would apply it should apply to all stations named in the order.

The objection to the order is that it is given in improper form. Rule 201 requires that the proper forms must be used when they are applicable. In this case Form G and Form A were applicable and should have been used. It is not proper to insert the words, "hold main track" in the middle of a train order form. The forms should be used complete and if then it is desired to add to them it can be done.

Brother J. A. Talty's Address to the Convention on the Locomotive Booster

Brother Grand Chief and Brothers: The Worthy Grand Chief has allowed me about ten minutes to talk about the locomotive booster, and I will try and not violate the rules. I appreciate the courtesy for being here and having the chance to address the delegates. I am an old-time railroad man, starting in years ago on the Erie, and came up through from freight brakeman to locomotive engineer, so that I had staying qualities, and I have got the spirit. The Locomotive Booster, gentlemen, is just what the name suggests. There is a compact little engine applying power through gears to the trailing wheels, to give a boost in starting and at hard points on a ruling grade. It is cut in with a slight movement in raising the latch, and it is cut out automatically when the reverse lever is hooked back.

To obtain full advantage of the time allowed me, I will avoid any technical description of the booster, and instead invite you to take one of the bulletins which will be ready for distribution, or are being distributed at the present time. You recall that the Locomotive Booster was first mentioned in the January issue of the Brotherhood of Locomotive Engineers' Journal, and I am going to quote a part of it, or the last paragraph in which it states:

"There is nothing about the Booster that the freight engine man should be elated over, although it will undoubtedly be appreciated by those handling heavy passenger trains."

At the present time throughout the United States and Canada there are about forty-five locomotive Boosters in

service. I have had some experience for the last several months with this booster, both on Pacific type passenger engines and Mikado type freight engines.

We have yet to find a single engineer who is particularly seriously criticizing it. The passenger men when they become accustomed to the operation of it, feel as though it is a great assistance in starting heavy passenger trains from a state of rest, and while the combined effort of the main engine and the booster will not permit the start to be made without the necessity of taking the slack, yet with the booster we find it is not necessary to take the slack except on the draw-bars of the first two or three cars.

The booster is primarily intended to save waste and losses. The idle weight and spare steam in starting and at slow speeds already exist in the locomotive, but without the booster are unused. The booster yokes them handily to help do the work.

Superheaters were put on locomotives to save coal. There is no doubt the superheater has been a blessing because with it the locomotives do their work better. There is no record of the superheater decreasing the capacity of the locomotive. A glance at railroad statistics shows that the trainload has steadily increased since the introduction of superheaters. No one would think it rational to talk of reducing trainload to where it was before superheaters were applied, or, for that matter, to take off the superheater.

The guiding thought in the design and development of the booster has been that it would generally not prove advantageous to increase maximum trains by means of the booster, but rather to help the average the year round within the maximum so that the power of the railway plant as a whole will increase its production at a given outlay by diminishing the operating troubles, but not adding to the strain of maximum effort.

However, it is impracticable to entail upon the buyer of a booster the manner in which he uses it. One can suggest or advise (if advice is asked), but beyond this it is manifest that the buyer and owner has an unrestricted right to the use of his purchase. He will probably find for himself the best result from such use and proceed accordingly.

Whether in all cases he will justify my thought as above expressed remains to be seen. In many cases there is no doubt that he will. It may depend somewhat on conditions.

From the standpoint of the man who operates the locomotive it might be well to consider another line of thought. If a railroad management determines that their operation requires an increased trainload there are two or three ways to get it. One is by the purchase of heavier locomotives; that is to say, increase the maximum train over the entire length of the division. If this is clearly the case with a higher wage rate per ton for the use of the larger locomotive it is a question of equity whether in such a case the use of the booster is involved in the wage question, and would seem to result not so much in the relation of the trainload hauled by a booster equipped locomotive over the division to the trainload that would be hauled over the division by the heavier power as it would in the question of how much of the divisional duties was involved in the booster operation, bearing in mind that the booster is normally inoperative.

Taking one case in point—The River Division of the New York Central. It has been customary to cut over 29 per cent of the train at Newburgh, the first convenient yard north of Haverstraw grade, for the reason that the locomotive could not haul its train up the six miles of Haverstraw grade. In fact, it could haul it within about a mile and a half of the top of the grade with a flying start and stall there. The booster, by operating a mile and a half out of the total distance over the division, enables the full train to be hauled not only to Newburgh, but from Newburgh to the end of the division instead of dropping cars at Newburgh. Thus the time and work involved in the dropping of those cars at Newburgh are saved, and the total outlay of human effort consists in raising the latch on the reverse lever at the proper point on Haverstraw grade.

Bear in mind the train dispatched from Ravenna, the initial point of the division, is just the same as it always has been, thus respecting the point of not increasing the maximum trainload, which is an entirely different question from taking the full train over the division once it is started.

If the membership of the B. of L. E.

will bear in mind that the faculties which the booster reveals already exist in the locomotive; that it is the purpose of the booster to render these faculties available to help do the work, save delays, accidents and complications, get him to his terminal earlier and in better shape that would otherwise obtain, and therein produce handsome returns on the booster investment, it will be a great help to full understanding of the matter. On the other hand, it is a fine point just how much we can begrudge the increase in production of the railway plant which is accomplished by improvement in the plant. One thing is true: that just as true as the reward for service rendered in connection with this plant must be paid out of earnings of this plant, so it is that the larger the earnings the surer the reward. Much depends on whether the reward is to be on the basis of time served or service rendered. If we have a larger wage for a larger locomotive we do it on the principle that the larger locomotive produces more; that is, weighs more and the effort which contributes to the earnings is of greater value. If this is to be the guiding principle in the division of the fruits of labor it will be found that the booster is a friendly ally in this point of view. The additional production which it can accomplish apparently involves the least effort of any contrivance so far applied to the locomotive. If, on the other hand, the division of the fruits of labor are to be based primarily on the element of time, and not of effort, the booster will be found to have reduced the time necessary to earn the minimum pay.

In fulfillment of the governing thought in regard to the general field of the booster the men who operate the locomotives have a very large opportunity. It is so for them to prove the soundness of the hypothesis that the minimum return in the use of the booster lies in proving the results of operation generally instead of increasing the size of a few maximum trains; better time over the division; elimination of the complaints from passengers and damage to equipment by taking slack three or four times to get train started; elimination of damage and delay to equipment in starting freight trains; time saved in getting up to road speed; saving of complications and delays resulting from trains getting stalled in tight

places, perhaps most frequently due to weather conditions.

This is the field of the booster. This is the message it holds out to the enginemen. The little handle on the reverse gear is a hand of a friend placed within easy reach. Its message is one of good will, help and co-operation and you can imagine how it would have been appreciated under the winter conditions of 1918 and 1919. I'll venture this, however:

The locomotive booster will be a greater assistance to the locomotive engineer in getting more money or earning it easier than any of us can fully appreciate at this time and I predict that at the next convention when more of you will have had experience with it, you will say it is a great solace to the engineman.

Join Now

The Plumb Plan League is organized by the chief executives of all railroad organizations, farmers' organizations and others who believe in permanent public ownership and democracy in the operation of the railways. All trade unionists should join the League and assist. JOIN NOW!

My Country

Your country is all that surrounds you, all that has reared and nourished you, everything that you have loved. That land you see, those houses, those trees, those smiling girls that pass, that is your country. The laws that protect you, the bread which rewards your toil, the words you exchange, the joy and the sadness which come to you from men and the things amid which you live, that is your country! The little chamber where you once saw your mother, the recollections she has left you, the earth where she reposes, that is your country. You see it, and you breathe it everywhere! Imagine, my son, your rights and your duties, your affections and your needs, your recollections and your gratitude, all united under one name, and that name will be "MY COUNTRY."—Emil Souvestre, French Author, Soldier, and Patriot.—"Scope."



WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editors not later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editors reserve the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to Mrs. H. H. TURNER, 4944 McPherson ave., St. Louis, Mo., and matter for the Grand President, to Mrs. M. E. CASSELL, 1497 Alameda avenue, Cleveland, O.

For the Grand Secretary, Mrs. EFFIE E. MERRILL, 4229 West End avenue, Chicago, Ill.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 7612 Rogers ave., Chicago, Ill.

Vacation Joys

Don't you hear a merry noise?
Every breeze conveys
Tidings of vacation joys
Shouts of happy girls and boys
Through the summer days.

They are learning in a class
Where no one needs a book;
Picking daisies in the grass
While the golden minutes pass
Paddling in the brook.

Swinging on the bending boughs
Of some friendly tree;
Building up the fragrant mows,
Driving home the loitering cows
Watching bird and bee.

"Somebody said that it couldn't be done,
But he, with a chuckle, replied;
That maybe it couldn't, but he would be one
Who wouldn't say so till he tried."

Some time ago we started out to increase our membership very largely and the results have been very encouraging to say the least. Some discouraged but more felt very optimistic and we are steadily going up the ladder to success and we will soon see that it can be done. The above little verse applies to the knockers which I am glad to note are few in this order. What are you doing, my sister? Do not be a slacker, but get into the game and do it quickly.

Are you laying down on the job? We sincerely hope not.

"Just buckle in with a bit of a grin;
Take off your coat and go to it;
Start in to sing and tackle the thing
That cannot be done, and you'll do it."

- We won't be long reaching our goal if each one feels a personal responsibility.

E. D. T.

New England Parlor No. 3 Past Presidents

A meeting was held on January 11th, at which time a fine turkey dinner was served, it being the installation of officers. Great praise was given Sister Pierce and her committee for the delicious spread, after which the meeting was called to order by the president, Sister Brothers. Two Sisters were initiated, Sisters Colby of 99 and Morrison of 367. The newly elected officers were then installed with Sister Pease as president. A very pleasant feature of the occasion was the presentation of a handsome pin to the retiring president for her faithful and efficient services. On February 8th, Sister Landon of 256, entertained the Sisters. She was assisted by her daughter in prepar-

ing the lunch which was first class and after the business of the meeting was over Brother Landon entertained with music which was greatly appreciated. The next meeting was with Sister Wilkins in Lynn, Mass., where all seemed to feel at home, especially Sisters Woodman, Gretchell and the Brothers who took possession of the kitchen and hustled around as only experienced chefs can work.

Sister Sanford of 353 next entertained at her home in Fitchburg. I was greatly disappointed at not being able to go, but was told it was one of the best. The Sisters busied themselves in making quilts which are readily disposed of. Two of our Sisters, Josephine Brothers and Abbie Hall have recently lost their husbands and they have our sympathy. Although they have met with a great loss, may they feel that "He doeth all things well."

E. WILKINS, Cor. Secy.

Virginia Reel

BY BERT LOVE

In old Virginia, on the James,
Beside Potomac's placid flow,
Where limpid Shenandoah shames
The rival welkin with its glow,
Where Rappahannock runs you know
(Ere War had flashed his fiery steel)
Some half a hundred years ago
They danced the old Virginia reel.

Where now are they, the stately dames,
The dimpled maidens all a-row,
Who played with hearts the deadliest
Games

While treading lightly to and fro?
Where now is all the dainty show
Of silken fabric, glance of heel
And gleam of satin-slipped toe
That danced the old Virginia reel?

Where now the cavaliers? . . . The
names

Of some have fed the bugle-blow
Of glory-seared in battle flames,
They sleep Virginia's sod below;
And some have quaffed the common woe
Of nameless death their dooms to seal;
And yet, good fellows all, heigh-ho!
They danced the old Virginia reel.

ENVOY

Gallants and girls, I see ye grow
From out the Gloom—your ghosts ap-
pear!
Touch hands anew—the music—so!
We'll dance the old Virginia reel.

New Division Organized

Thirty-six members of Fall Brook Division, Corning, N. Y., with their President Sister Loundsbury, went to Elmira to assist Sisters Miller and Barrington organize at this place. Division No. 23 filled the chairs and exemplified the

floor work for the new division and received from them, as well as the Grand Officers present, many compliments for the splendid manner in which they did their work.

An all day session was held and a committee from the new division served a sumptuous dinner in the dining room of Odd Fellows Temple, where the meeting was held. During the afternoon very interesting talks were given by Sisters Miller and Barrington, also several whistling solos by Sister Kimball, pianist of Division 23. The organizing of this Division reflects great credit on the new President, Sister Grant King, who through untiring efforts, secured eighty-nine charter members. The meetings will be held on the 2nd and 4th Wednesdays of each month in Odd Fellows Hall.

A GUEST.

Carolina's Union Holds Third Meeting at Hamlet, N. C.

On May 3, 1921, Carolina's Union held their third meeting at Hamlet, N. C., with sixty-five delegates present, from the following Divisions: Hamlet, Spencer, Raleigh, Florence, Ashville, Columbia. The officers, President Mrs. Horton of 507; Vice President, Mrs. Burkett of 308; Recording Secretary, Mrs. Enloe of 409; and Corresponding Secretary, Mrs. L. Blanche Johnston of 399, were present.

It is very gratifying to note the increasing growth of the Union, and the interest manifested in it by the Divisions that compose it. Mrs. Vaughn, President of 459, opened the meeting, and after the opening, turned it over to the officers of the Union. It was moved and carried that resolutions of sympathy be sent to Sweet Olive Division on account of the death of their president, Mrs. J. M. Wells, whose death occurred since the last meeting of the Union. Mrs. Wells had endeared herself so much to the members of Carolina's Union at their October meeting. It was decided to purchase a banner to be carried home by the delegates of the Division sending the largest number to a meeting, not counting the entertaining Division. This banner to be held until the following meeting. At one-thirty the members adjourned to the Seaboard Hotel, where they were entertained by Hamlet Division with a most delicious

luncheon. After lunch, the Hamlet Division put on the ritualistic work. The drills were very near perfect, and the members in white dresses made a charming picture. One of the loveliest of the marches, and the one most appreciated by the officers of the Union, was an impromptu floor march, performed by the Guide, Mrs. Martin, to music furnished by the efficient musician, Mrs. Burby Roper, when she presented each officer of the Union, also Mrs. Pate, President of 507, and Mrs. Vaughn, President of the local Division, and Mrs. McDaniel, Division Inspector, with lovely bunches of pink carnations. Division No. 409 of Ashville, N. C., invited the Union to hold their next meeting with them. This invitation was accepted.

The Hamlet Division of B. of L. E. entertained the Union that night in the lodge rooms. The following program was carried out:

Prayer, Rev. J. M. Page. Words of Welcome on behalf of Division 435, by the Chief. Response by Mrs. McDaniel. Refreshments, punch. Penny drills by the members of 459, and the visiting G. I. A.'s and by the members of 435, B. of L. E. and their visiting Brothers. Address by Rev. W. C. Martin. Address by Rev. A. T. Young. Refreshments consisting of sandwiches and coffee. Grand March. This was followed by dancing during which ice cream and cake were served.

There could not have been a more delightful or instructive meeting, and the members of Carolina's union are sure these meetings are of great benefit to them in their ritualistic work. The members of the B. of L. E., whose auxiliaries belong, are urged to go to Ashville in October, and establish a B. of L. E. Carolina's Union.

MRS. BLANCHE JOHNSTON,
Cor. Secretary.

Join Now

The Plumb Plan League is organized by the chief executives of all railroad organizations, farmers' organizations and others who believe in permanent public ownership and democracy in the operation of the railways. All trade unionists should join the League and assist. JOIN NOW!

DIVISION NEWS

Divisions 176, G. I. A., and 198, B. of L. E., Chattanooga, Tenn., were delightfully entertained by Sisters Burnette, Day and Hulsey at the beautiful new home of Brother and Sister Burnette, with a delicious luncheon, last month. In the color scheme, pink and white predominated and ferns were used for the centerpiece, which added very much to the beauty of the table.

A substantial sum was donated to the treasury and the day was thoroughly enjoyed by about thirty guests who left at a late hour.

Brother Williams very timidly suggested that some other sister give a dinner soon. Cor. Sect. 176.

Last winter when planning out some means of making money, a minstrel show was suggested by our President. The idea of this minstrel was visualized in her consciousness. Sister Meyers was manager with Sister Floyd her assistant. Several of our G. I. A. Sisters, a few outsiders and Brothers of 95 kindly assisted. This show was placed before the public, to a packed house, by Division 262, on March 31st, in Odd Fellows Temple.

Brother E. J. McCullough, Chief Engineer of 95, acted as interlocutor, with Gordon Wright and Alfred Schmidt of 95, end men and Sister Floyd as Bones, certainly made a hit.

A better minstrel could not have been brought before a Cincinnati audience and it proved a grand success. Quite a large sum was added to our bank account. Everything was fun from beginning to end and it was a night long to be remembered.

If any Sister Division has dreams of a minstrel show, we hope they will come true and have such wonderful success as Cincinnati had.

Mrs. Ed McAWY.

Division 391, Toledo, Ohio, held a special meeting at 3 in the afternoon of April 27th, at which time twenty-seven candidates were initiated. This was the largest class we had ever handled, but under the skillful guidance of Sister Silliman, assisted by Sister Williams, the new members rode the goat without mishap. Sister Jenney, Grand Treas-

urer, was with us and gave us a short but interesting talk which was enjoyed by all. She urged all members to attend meetings regularly and to take out the insurance. Sister Bohnert, Secretary, read a letter from our Grand President, expressing her regret at not being able to be with us and we hope to have her at our next class.

At the close of the meeting, our President, Sister Goodwill, announced that dinner would be served from six o'clock on until all had been served, and an evening of cards and dancing would follow and urged all to remain. The Brothers of Division 457 were then admitted to the Division room and a social time was had until we were called to the balcony, where the tables, prettily decorated, were spread for the feast. The dinner of roast pork and all that goes with it, topped off with apple pie-a-lamode was prepared by the executive committee and served by the appointed officers, under the able supervision of their chairman, Sister Fitz-John. At a late hour we returned to our homes, wearied but wishing it might happen oftener.

COR. SECY.

History of Div. 21

On March 4, 1891, a little less than a year after we were accepted by the B. of L. E. as their auxiliary, Division 21, Atlanta, Ga., was organized by Sister Beckwith with twenty charter members. With the guiding hand of Sister McKibbin, the first President, we started under the most favorable conditions. We are happy that we still have with us two of the members of that little group of devoted women who organized this Division, Sisters Andrees and Deavours, who have been active workers for these thirty years.

We are proud to have in our Division two women so loyal and so devoted to the G. I. A. With the growth of 21, and its establishment on a firm basis, certain members of our Division had the distinction of being named Grand Officers. Sister Weekley was Grand Guide and also appointed Grand Organizer and Inspector. The brilliant work of Sister Webb, a charter member, who edited the pages of the JOURNAL was a credit to Division 21. No description of our Division can be given without mentioning Sister Scribner, several times Presi-

dent and always loyal and tireless in 21's endeavors. She was also Grand Organizer and Inspector. In the stirring days of '17 and '18, 21 had a new field for its endeavors, a new scope of duty. A nation at war created new demands on its women, and our organization immediately responded. With a great part of our young manhood overseas, new cares and duties were our lot. Among the war activities of this Division were—the donation of a Red Cross Hospital equipment, the devoting of certain days each week to making surgical dressings, the adoption of a French Orphan and the donation of funds to the starving children of Europe. Nor have we failed to render acts of charity during times of peace. Public Spiritedness has always characterized our Order. Money has been raised in 21 for churches, hospitals and other deserving causes. In many private cases, acts of love and charity have been performed that could not, by their nature, be made public and we have carried light and happiness into many darkened homes. We now have 88 members, and two other Divisions owe their origin to Division 21. Growing out from Better Half Division, they also have flourished and we congratulate them. From a small organization of 1891, we have grown into a Division of which we may all be proud, and with our growth, these additional activities have become a part of our club work: The Orphans Fund, Sunshine Club at Highland Park Home and the Home itself. The insurance plan has been developed and more and more of our members are beginning to take advantage of the protection that it affords, at such reasonable rates. Our entertainments have become more frequent and better attended by members, and in this way do we strive to bring about the harmony and greater fraternal love which are principles of our noble Order. We hope that our organization will ever be an honor and credit to the B. of L. E. as we look up to them as the source and inspiration of the creating of our Order. We want their approval and commendation. May the G. I. A., which is now on a firm and solid basis, continue going onward and upward and performing even greater achievements. We realize we are only auxiliary to that group of strong men, on whose shoulders rest the pressing and manifold problems of transportation, but let us be a true aid,

and a strong, encouraging auxiliary to them, these men of steel and iron, men who can do things, The Locomotive Engineers.

MRS. HENDERSON.

Division 218, Dubuque, Ia., initiated a class of five and were assisted by the officers of Division 190, Waterloo, Ia. We also had for our guests representatives from Oelwein and Cedar Rapids Divisions. There should have been two other candidates, but on account of sickness they were unable to attend.

The President, Sister Woodward, and her efficient staff of officers were very cordial in their greetings and enjoyed a most excellent time while with us. A luncheon was served Wednesday noon in the hall and following the ritualistic work we retired to the Majestic Cafe, where a 6 o'clock six course dinner was served to our guests and the Division by Brother and Sister Lischer. There will be another class initiated May 1st. Yours in F. L. & P.,

MRS. G. WIEGAND.

Division 447 held their regular meeting April 12th, in the I. O. O. F. Hall. Mrs. Geo. Veo was initiated and after the regular business session and Division closed, the members and the new Sister adjourned to the Banquet hall, where a dainty lunch was served by a committee with Sister Lasswell as chairman of the committee. Covers were laid for twenty-four and the tables were beautifully decorated with smilax and pink flowers. Following lunch all enjoyed dancing until a late hour, Sister Bode furnishing the music. Our President, Sister Allen, is spending two months in Los Angeles with her son, who is attending dental college at that place. Sister Wenkel, Vice President, is very ably filling the chair during her absence.

MRS. GEO. C. SMITH.

While some time has elapsed since Division 497, Michigan City, Indiana, has related any of its activities through the columns of the JOURNAL, we have been progressing steadily in membership and kept things moving for the G. I. A.

During the past year much useful work of a social and charitable nature has been accomplished. The last one being a food and apron sale at which we netted over eighty dollars, and our

thanks are due to all who so generously donated, and assisted us. We also gave a series of three card parties, realizing a neat sum for our treasury. This Division has been handicapped in attendance by the removal of the division point to Niles, Mich., which necessitated the moving of families. A large majority will follow in a short time, leaving only a small number to carry on the work. However, we know these few to be faithful and ardent workers and we are confident that they will endeavor to keep this order in a prosperous and flourishing condition.

We recently sustained a great loss, when our Past President, Sister Mae VanRipper, and her husband met death in a railroad accident.

Following our regular meeting on April 20th, we celebrated our tenth anniversary in the way of a "Home Coming" party for all members. A most excellent program was given opening with an address of welcome by the president, Sister Clara Harms, which was followed by music, readings, etc. After the program, a contest called "Advertising Game," was indulged in and Mrs. Chas. Behrens of Niles captured the prize. The attendance was so large and the meeting so spirited, we declared this our banner anniversary. Much credit is due our officers who helped to make this a rousing success. It was an occasion that rang with good cheer and harmony. Letters were read from a number of our out-of-town members and there was a large attendance from Niles, Mich.

We are hoping to celebrate many more anniversaries in as enjoyable a manner as the one just passed.

Fraternally yours,

MRS. CLARA HARMS, Pres. 497.

The year of 1920 will stand apart in the minds of the members of Division 52, Columbus, Ohio, as one of our most prosperous years, with Sister Hannon as our very able and efficient president.

Our "House Parties" held at the homes each month, provided a source of never ending entertainment, and have proven quite a financial success as well. During the summer we held our "Annual Lawn Fete," also a picnic, about three hundred enjoying the dinner and divers forms of amusement provided by the six B. of L. E. Divisions of this city.

In the fall we held our "Rummage

Sale," realizing quite a tidy sum and later on we gave a "Bazaar" at which we cleared \$300.00, the money thus raised going to pay on stock in our new Engineers' Building, we having subscribed for fifty shares.

Our inspection came on Nov. 16th, Sister Garrett, of Cleveland, being our inspector. Her instructive talks proved of great benefit to us. To say we were pleased is mild when we learned we stood one hundred on inspection. We did not forget our Grand President's plea for more members. At the beginning of 1921 we had a membership of 209 and on March we initiated a class of 34 and had the pleasure of having our Grand President, Sister Cassell, with us on that occasion, and I want to say, in closing, that we are still working hard for the G. I. A.

SOCIAL EDITRESS, Div. 52.

Our members decided all work and no play made P. M. Arthur, Div. 304, Omaha, Neb., dull, so we got busy and had a social afternoon May 11th, inviting Div. 359, Lincoln, Neb., to visit us on that date and ten members responded. We balloted on two applications and initiated one candidate.

Lunch was served by a committee of six members and all had such a good time we are going to try to have something of interest each month. A few of the brothers came in to lunch.

Yours in F. L. & P.,

MRS. LUNETTE WOLF, Pres.

Division 384, Jacksonville, Fla., sends greetings to her far northern sisters and wishes them to know that we are still sounding the slogan, "Seek New Members," consequently our membership is increasing. There is a good-natured rivalry between the Sisters to win the prize offered by our president, Sister McKenzie, to the one bringing in the largest number of applications.

Last year Sister Hilton won the prize, a beautiful hand-made centerpiece, and she deserved the credit, but had a close second in Sister Brown.

Each sister who proves herself a faithful attendant this year will be given a towel shower on her birthday. Our inspection day was particularly enjoyable and we wish to thank our inspector, Sister Alsup, for her splendid explanation of the ritual work, making it all

very plain, and none could fail to understand. At the close of the day we gave a banquet in her honor at which she was presented with a gift in honor of the occasion.

On Sunday, May 22d, the Sisters gave a chicken dinner to Orange Belt Div. 309. This was a surprise to the Brothers, and was given at the close of their regular Sunday session. The banquet hall was used for the occasion, the long table looking beautiful with the snowy, linen, glistening silver and bowls of lovely flowers. Covers were laid for twenty-six Brothers (the Sisters waiting for the second table), and the tables literally groaned under their weight of good things. This division has the reputation for serving good dinners and this feast was fully up to the standard. After the ice course short speeches and toasts were given by Brothers Connelly, Pfeiffer, Hanahan and Lawrence and were responded to by our president, Sister McKenzie. Our corresponding secretary gave thanks to the brothers, in verse for kindly paying our hall rent.

To Our Brothers.

Welcome, Brothers, one and all,

To a feast of good cheer in old Castle Hall.

We thank you kindly for paying our rent,

And hope you all feel the money's well spent.

So ply knives and forks with a right good will,

And when the year rolls round remember us still.

Mrs. W. T. CLARKE, Cor. Secy.

On January 6th, Div. 239, Louisville, Ky., held their first meeting of the new year. Two were initiated into our order and we invited our husbands to be present for our installation, and, needless to say, all who could availed themselves of the opportunity. Following installation we were invited to the dining room where a delicious lunch was served and the brothers expressed themselves as being well pleased and extended thanks for a delightful time. They complimented us on the work of installation. Our president was presented with glasses and the secretary-treasurer and installation secretary each with sandwich trays to show the appreciation of the members for their faithful work. All responded with thanks and appreciation

for the gifts. On March 17th we initiated a class of fifteen and served lunch, and all present declared it the best meeting we have ever held since our organization.

We have two candidates for next meeting and two applications. Our aim is to bring our membership roll up to one hundred by December, 1921, and make it the most prosperous year in our history. Div. 239 always accomplishes what it undertakes, so we feel sure our labors will not be in vain.

We gave a chicken supper March 30th, which was a big success and we realized a nice sum for our treasury.

A MEMBER.

On Wednesday evening, April 6th, Division 253, Philadelphia, Pa., celebrated their twentieth anniversary at Mosebachs Casino. It was an event long to be remembered by all present. We entertained our husbands, members of B. of L. E. Div. 71, and these with their invited guests, marched to the banquet hall promptly at nine P. M., where the tables were arranged to form a crescent and star, resembling the beautiful emblem of our order. Sister Jeffries, the chaplain, invoked divine blessing in her very pleasing manner, making each one feel that our Heavenly Father was watching over us at the time.

Brother Smeek, acting as toastmaster, rendered the following:

Here's to the sisters of 253;

They are hearty good fellows, that you will agree.

But what of the men that are now at their side,

Who have weathered the storm, whatever betide?

So good fellowship should reign between man and wife,

For 253 and 71 are mated for life.

Then the ball began to roll, and, oh, such eats! As each course followed it seemed better all the time and the service was A No. 1. The president, Sister Sullivan, welcomed the guests in a very appropriate address, after which Sister McKeany, one of our charter members, gave the history of our division. Sister Haverson, of 27, and our organizer, told of the many acts of love and charity done by 253, which is noted far and wide for its charity and hospitality. We were very lucky, indeed, to have with us Sister Hienerwald, Grand Chaplain,

who covered the field entirely, both G. I. A. and V. R. A. We love our Grand Chaplain and hope to have her with us often. "Life's Railway to Heaven" was sweetly sung in a clear soprano voice by Isabelle Remmert. Sister Buck, chairman of this very successful affair, gave an interesting talk on membership, urging each sister to go into the field and gather every available engineer's wife into our fold and give them the benefit of our protection.

Too much credit cannot be given Sister Buck, for she has worked faithfully for twenty years, never faltering, but always pressing forward, and we hope to have this dear sister spared to us in our work many more years.

As the hour was growing late and our program finished, everyone voted the affair a great success and joining hands we sang "Blest be the tie that binds," with Sister Cooper at the piano. The grandest of all occasions for 253 was at an end. We wish to thank Miss Frances Miller for donating the beautiful programs. She is the daughter of one of our wide-awake members.

A MEMBER.

On March 3d Division 21 celebrated their thirtieth anniversary. The hall was beautifully decorated for the occasion by the use of palms, ivy and carnations. On the alter was the birthday cake with 30 pink candles burning. This being their regular meeting day meeting was called to order at 2:30 o'clock by their president, Sister Henderson, with full attendance. Two ladies were initiated. This division is sure doing their bit towards the great membership drive. Already this year six have been initiated, and I, as a visitor, can say they are doing wonderful work. Harmony and sisterly love is the secret of a successful division.

After the meeting the Brothers of Division 368 were escorted into the Division Room and a fine program was rendered, after which a most enjoyable buffet supper was enjoyed. After quite a bit of persuasion the President consented to let me send her history, or rather brief sketch, of Division 21 to the JOURNAL and I feel sure everyone will enjoy reading it. The two charter members were so overcome with joy that they could not talk when they were pre-

sented with pink carnations and beautiful silver thimbles with gold bands.

A VISITOR.

Feb. 23d was inspection day for Div. 499, Lakeland, Fla. At the morning session Sister Alsop, Inspector, examined the books and regalia and asked the questions and all supplies were found to be in good condition. At twelve thirty we adjourned to the Elk's Club, where a delicious lunch was served. Hand-painted place cards in an orange blossom design were used in recognition of our name and with these, and bowers of sweet peas, the tables were made very attractive. After a pleasant hour here we returned to the hall, where the ritualistic forms were exemplified and Sister Alsop gave us a splendid talk. At the close of the meeting our president, in a clever little speech, presented Sister Alsop with a beautiful piece of hand-painted china from the division. She responded in a few well-chosen words. On leaving the hall we were taken for a ride by Sister Jager to show Sister Alsop our many orange groves around the city and to catch a breath of their fragrance. We feel greatly inspired, and although our division is small, we hope to do good work this year. Altogether Orange Blossom Division enjoyed a very pleasant and profitable day.

Mrs. J. A. HOLCOM, Secy. Div. 499.

As the readers of the JOURNAL have not heard from Div. 556, Pueblo, Colo., for a long time, I wish to say we are doing our part in helping to make the G. I. A. a success. Our attendance is fine, and once a month a committee of three act as hostesses. These social times are very enjoyable. In October the division was inspected by Sister Goranflo, of Denver, who by her charming manner endeared herself to all. On December 17th we gave a ball in the Summer Garden which was a great success, both financially and socially, as we cleared more than \$200.00 for our treasury. Since the first of the year we have received five applications for membership and accepted two by transfer, with bright prospects for several more. Sister C. J. Wells represented us at convention. Sisters, we should boost the insurance end of our division, as each new insured member makes the V. R. A. stronger. Let's take more interest in

the insurance and when seeking new members a little individual work will create a new interest.

Ma. E. B. ASH, Secy. Div. 556.

The next meeting of the Middle Atlantic Circuit will be held under the auspices of Div. No. 340, Trenton, N. J. Divisions will be notified by Secretary of circuit in regard to date. All G. I. A. Sisters invited.

HENRIETTA BUCKHORST,
Secy. Circuit.

The members of Division 374, Harrisburg, Pa., celebrated their fifteenth anniversary on March 10th. After a short meeting was held an excellent luncheon was served and a general good time enjoyed by all.

Mrs. T. M. RAMSEY, Secy.

Division 459, Hamlet, N. C., with their husbands and guests, assembled at the home of Brother and Sister Vaughn on the evening of March 10th to celebrate the ninth anniversary of their organization. The evening was spent in enjoying a splendid program of readings, songs and three contests. In the latter Sisters Powers, Eisenhart and Hardle were the victors. At the close of this most excellent program we were invited to the dining room where the tables were made very attractive with flowers and good things to eat.

All departed for home, feeling it was the close of a very delightful evening, and each one expressing a desire for more such pleasant gatherings.

The only regret of the evening was that every member could not be present to enjoy it.

Mrs. B. E. COLYAR,
Secretary Div. 459.

Division 371, Thayer, Mo., has not been heard from for quite a while, but it has been busy just the same and is very much alive. The year 1920 was a very prosperous year, but we did not accomplish as much as we had hoped to, as we only received five new members, making a total of twenty. With the re-election of our faithful and efficient president, Sister Spongler, we are looking forward to a successful future for this division. We are expecting a number of eligibles to line up and help to carry the load. It has been the custom of our division to entertain all en-

gineers and their families at some time during the year, an affair which is looked forward to with pleasure by both young and old and January 18th was the day named and we gathered at the hall and had a wonderful time, especially at the noon hour. The tables were tastefully decorated with carnations and laden with good things to eat. There was plenty and to spare, and it is useless to say it was a very enjoyable affair. We extend best wishes to all Grand Officers and Auxiliaries for 1921.

Yours fraternally,
 Mrs. T. E. King, Cor. Secy.

REORGANIZED

Division 534, Havre, Mont., reorganized on March 30th with a large membership, Sister J. T. Campbell, A. G. V. President, organizer. Sister Campbell arrived from Spokane two days ahead of time to look over the books, etc., to see that everything was in readiness for the afternoon of organization. We opened with 29 members and the charter was left open for 30 days, as a number who wished to go in on the charter were unable to be present on that date.

After organization we proceeded to election of officers, which resulted in the election of Sister Smith as President, and with her in the chair we are sure to thrive. Her husband is chief of the B. of L. E., to which we are auxiliary. Nowhere could a more capable set of officers be found and the members are ready to support them in their undertakings. We closed at six p. m. to gather again in the evening for a social time. An invitation was extended to all B. of L. E. men and their wives and all enjoyed a very fine program of orchestra music, piano and vocal solos, readings and an address by Brother White. Sister Campbell was introduced by Sister O'Brien with very complimentary remarks and then gave us a very interesting and instructive talk on the great work the G. I. A. is doing. Sister Smith, with well-chosen words, presented Sister Campbell with beautiful flowers and this closed the program. The orchestra struck up a lively tune and all stepped lightly until midnight, when we retired to the dining hall and partook of a delicious banquet. The credit for this most delightful social evening must be given Sisters McCarty and Seeley. We overheard some of the Brothers remark, "We hope there will be another social evening soon." On the

afternoon of March 31st, Sister Campbell instructed us in the floor work and in appreciation of the splendid work and the high esteem in which Sister Campbell is held by us, Sister Smith gave an elaborate reception, at her spacious apartment, in her honor. Cards were the diversion of the evening and at a late hour a delicious luncheon was served by the hostess. Sister Campbell expressed her gratitude and spoke encouragingly of the success she knew was in store for us.

A MEMBER
 Little Rock, Ark.

Dear Sisters of the G. I. A.:

I live in the country and am kept in the house by a two-foot snow, so have time to look back over the last 34 years. In 1887 Chicago entertained the B. of L. E. convention, and as the women were not organized a committee of three women and three brothers were appointed to look after us, and a royal time they gave us. Mrs. Murdock was chairman of the committee and she called the women together, and on the 16th of October they met to ask Brother Arthur's advice in regard to organizing an auxiliary to the B. of L. E. He was delighted with the idea and called a meeting in Parlor No. 2, at the Palmer House, on the night of the 20th. Brothers Arthur, Ingram, Hays and Everett were on the rostrum. Bro. Everett led in prayer and Bro. Arthur stated the object of the meeting and invited the women to organize. Mrs. Murdock was unanimously elected president; Mrs. McCannon, vice president; Mrs. Brown, secretary, and Mrs. Orr, treasurer. A committee was appointed to draft constitution and by-laws and look after charters and seals. Our names were enrolled and as soon as the by-laws were printed each received a copy. Bro. Arthur asked each woman to organize an auxiliary at her home. I returned home and on April 9, 1888, organized Eureka Division No. 21, G. I. A. to B. of L. E. No. 182 with seven charter members. We worked eighteen months and only had twelve members and they moved to different division points so we could not hold a meeting and the brothers said their wives were too busy to join us, and they did not like the idea any way, so we returned our seal and charter and quit. After several years they saw what the auxiliaries were doing other places, so they came to me and we got together and on July

6, '97, I organized Generosity Division No. 37 with 20 charter members who have done some good work. I was an active member for eighteen years, then transferred to 317, Argenta, Ark., where I now have my membership. Sister Mary Orr was Grand Treasurer until the insurance was formed at Atlanta, Ga., Mrs. Darnall was elected President of Insurance, and Sister Orr Secretary and Treasurer, and Sister Sinclair, Grand Treasurer. I was one of the first to take the insurance and took two policies. We did not have to be examined and only paid twenty-five cents on each policy, and we were notified that only what had been paid in would be paid out until we reached the five hundred mark. To show how the auxiliary grew—when we met in Ottawa, Canada, in '96, we had 300 delegates. Lord and Lady Aberdeen gave a tea for us and complimented our work very highly. Sister Murdock told of our successes and the insurance and Lady Aberdeen thought it wonderful. I remember Sister Stofft, also Sister Webb of Atlanta, Ga., who was editress until Sister Cassell was elected, and so capably filled the office until she went higher. Will not the other charter members let us hear from them? It is not on account of old age that I am not an active member, but because I live in the country. I pay my dues and keep up my insurance.

A faithful worker and charter member of the G. I. A.,
MRS. ROBERT HERIOT.

The Plumb Plan

The Plumb Plan provides for rail service without profit, and without graft, gives the employee a voice in management, and puts an end to the continual strife which has demoralized the railroad service.

This and That

When source is known, credit is given. Mexico seems willing to accept civilization with certain reservations.—*Brooklyn Eagle.*

Somebody has invented the Talking Film, which, we suppose, is the direct descendant of the Speaking Likeness.—*The Passing Show (London.)*

"With these high prices," said the

customer to the grocer, "you must be making a lot of money."

"No," replied the grocer. "I'm not making any more money; my customers merely owe more."

Old Goldbugs—What's that! You really mean to tell me you love my daughter for herself alone?

Hardup—Yes, sir; but I think I could learn to love you t-too, sir, in t-time, sir.—*London Tit-Bits.*

Mistress—Now, Ada, I want you to show us what you can do tonight. We have a few very special friends coming for a musical evening.

Cook—Well, mum, I 'aven't done any singin' to speak of for years, but as you insists upon it, you can put me down for "The 'Oly City"—*London Passing Show.*

G. I. A. Voluntary Relief Association

Chicago, July 1, 1921.

To Division Secretaries:

You are hereby notified of the death of the following members. The amount due not later than Sept. 30, 1921, for Oct. quarter is \$2.25 for those carrying one certificate, and \$4.50 for those carrying two.

Members insured during July will pay for August and September on July quarter and all of October quarter not later than Sept. 30, 1921, or forfeit insurance.

Insurance Secretaries must remit by postoffice or express order, or bank draft if payable on Chicago, New York, Boston, Philadelphia, or St. Louis, Mo. Personal checks and those on any other city except above named cannot be accepted.

SERIES A

Assessment No. 989

Heavener, Okla., Apr. 8, 1921, of acute dilatation of the heart, Sister Lida E. Simmons of Div. 287, aged 53 years. Carried two certificates dated Apr. 9, 1903, payable to Arthur Simmons, husband.

Assessment No. 990

Las Vegas, Nev., May 2, 1921, of cancer, Sister Ella Matthew of Div. 456, aged 51 years. Carried two certificates dated Apr., 1906, payable to Joseph Matthew, husband.

Assessment No. 991

Saginaw, Mich., May 8, 1921, of cerebral hemorrhage, Sister Mary Miller of Div. 13, aged 64 years. Carried one certificate dated Jan., 1894, payable to Jacob Miller, husband.

Assessment No. 992

Mt. Carmel, Ill., May 10, 1921, of nephritis, Sister Barbara House of Div. 393, aged 55 years. Carried two certificates dated Sept., 1909, payable to Anna Taylor, daughter.

Assessment No. 993

Cleveland, Ohio, May 15, 1921, of purpura hemorrhagica, Sister Barbara Fritz, of Div. 65, aged 68 years. Carried one certificate dated April 1892, payable to John Fritz, husband.

Assessment No. 994

St. Thomas, Ont., May 15, 1921, of arterio sclerosis, Sister Flora Meiklejohn of Div. 362, aged 77 years. Carried two certificates dated March, 1898, payable to John Meiklejohn, husband.

Assessment No. 995

Chicago, Ill., May 26, 1921, of myocarditis, Sister Judith Barnes of Div. 1, aged 78 years. Carried one certificate dated June, 1896, payable to Frank W. Barnes, son.

Assessment No. 996

Eldon, Iowa, May 27, 1921, of acute indigestion, Sister Elizabeth Sawyer of Div. 220, aged 50 years. Carried two certificates, dated Oct., 1916, payable to Edd Sawyer, husband.

Assessment No. 997

Jersey City, N. J., May 28, 1921, of apoplexy, Sister Mary Van Arsdale of Div. 410, aged 52 years. Carried two certificates dated Oct., 1910, payable to Frank Van Arsdale, husband.

Assessment No. 998

Freedom, Pa., May 30, 1921, of cerebral hemorrhage, Sister Mrs. J. W. Keys of Div. 426, aged 67 years. Carried one certificate dated Sept., 1891, payable to J. W. Keys, husband.

Members will pay Insurance Secretaries on or before Sept. 30, 1921, or forfeit insurance.

Insurance Secretaries must remit to General Secretary and Treasurer by Oct. 5, 1921.

Members in good standing on April quarter, 13,652 in the first class and 7,278 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.
MRS. JENNIE E. BLOOMER, Sec'y and
Treas., 7612 Rogers Ave., Chicago, Ill.

The Plumb Plan

The Plumb Plan provides for rail service without profit, and without graft, gives the employee a voice in management, and puts an end to the continual strife which has demoralized the railroad service.

Troubles Galore When Electricity Fails to Flow

"Most people have never stopped to consider just how dependent we are on electricity today," says Dr. Charles P. Steinmetz, chief consulting engineer of the General Electric Company, whose accomplishments have been such that anything he predicts about electricity is well worthy of serious consideration, no matter how bizarre his ideas may seem.

"Take, for example, a time when you may be attending a dinner on the roof garden of some hotel. Electricity ceases. The place is suddenly thrown into complete darkness. You rush to the telephone to find out what is the matter, but the telephone doesn't work without electricity; you call the waiter and tell him to bring some candles; he hurries to the elevator, for you are on the twentieth

floor, but the elevator isn't working. He then runs down the long flights to the office, secures candles and returns; the room is poorly lighted, but you can see your way out. You face the same long walk as the waiter, down flight after flight of stairs to the main floor.

CARS NOT RUNNING

"You leave the hotel and plan taking a trolley car home, but the cars are not running. You call for a taxi but none are able to start, their electric batteries are on strike. Being a long way from home, you decide you will remain at the hotel for the night and return. The best room the clerk has to offer is on the sixth floor, and you have to walk. Struggling your way through dimly lighted halls and stairways, you are at last ushered into your room.

"Two candles afford the only light. The exertion has made you thirsty. You just must have a drink before retiring, but when you turn the faucet, there is no water, for the electric pumps have stopped. You push the button for the bell boy to bring some water but there is no response, the bell doesn't ring. So you go to bed and make the best of it until morning.

EVERYTHING AT STANDSTILL

"Upon arising, you are anxious to see the morning paper to learn what has happened but there is no paper, the type-setting machines and printing presses cannot operate without electricity. So you decide to visit the newspaper office. You are anxious for the news from Washington, New York, from London and other important places but the newspapers have no bulletins except of local interest, for the telegraph wires are closed and news from other cities must be relayed by courier, as in the olden days, and it has not yet arrived.

"And so on will be your troubles for the remainder of the day. Yet, electricity is only in its infancy. Benjamin Franklin said that he would like to be sealed up in a wine cask for 100 years and then come out and view the world as it would be at the end of that time. We can imagine how amazed and delighted Franklin would be if permitted to behold the electrical marvels of the twentieth century. Yet, I feel safe in saying this would be but slight as compared to our surprise if we should exclude ourselves at this time for a like period and view the world in 2021."

THE JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Act of October 3, 1917, Section 1103. Authorized on June 28, 1918.

Published monthly, 1124 B. of L. E. Building
Cleveland, Ohio

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - - - Assistant Editor

Address all matter for publication — Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to C. H. SALMONS, S. G. E., 1124 B. of L. E. Building.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to W. B. PRENTER, F. G. E., 1118 B. of L. E. Building. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E. as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to W. N. GATES CO., Managers Advertising, 409 National City Building, Cleveland, Ohio.

THE HOMESTEAD  PRINTING CO.
DES MOINES, IOWA

JULY 1921

Restricting Pass Privilege to Railroad Employees

It is currently reported that at a recent meeting of the stockholders of the Boston and Maine Railroad adopted a resolution in favor of issuing passes to employees only when on company business.

Commenting on that report some of the newspaper men have argued that there is no good reason why railroad employees should expect pass privileges for themselves and families any more than that employees in any other industry would expect the goods their employers manufactured.

The stockholders of the B. & M. are dead easy if they can be made to believe that restricting the pass privilege of the employees is going to make any difference in the earnings of their investment. If their stock is not earning a dividend now, then the holding up of the employees' passes is merely a trick to temporarily satisfy them. Railroad managers know the pass privilege is an asset. To have free transportation over

the country is regarded as a wonderful thing by the employee, and it is the lodestone that attracts a type of young men to enter the service that otherwise could not be induced to do so.

There is no work that men engage in today that is so unattractive as railroad-ing, either in locomotive or train work, and if the pass privilege is withheld it will be the last straw. We do not think there is to be a general restriction of free transportation, as the railroad managers know very well what a good influence that courtesy has upon the morale of the employees, for as it places them in a position of obligation to the company the tendency is to neutralize the militant spirit between the employees and operating officials that otherwise must exist, and which does exist in other industries to an extent that could not be tolerated on the railroad.

In no other occupation is the individual placed more completely upon his own honor for honest service than in railroad train work. In other industries the workman is more directly under the eyes of the official who directs him, but the engine or train man on the average road knows no boss so exacting as to quality or quantity of the service he will render as himself. You have only to see the chances for physical injury they will take to do that, as when an engineer drops off his engine without stopping the train to pick up an order, or a conductor climbing ahead over a train to be promptly on the job where work is to be done on the head end, or in the risk the brakeman will take in switching that the work may be done up to the modern standard, or in the case of the fireman who will stand up under a load of grief to fight an engine that no man in any other occupation would think of bearing, just to hold up his end.

No, the rules that might be all right for the government of employees in some branches of industry do not apply very well to the railroad man. It would not be good business to give free to employees an unlimited quantity of the product of his industry. That would be giving away tangible property that could be sold at its market value to the benefit of the company, but it is not so with the product the railroad produces, for transportation is not a tangible product. The company cannot store it up nor realize on the pass privilege it

denies its employees, but by so doing it can take from railroading its most alluring feature which is the same as putting up the bars against the very class of recruits the service needs, and which act will effectually destroy the morale of those already engaged in the work. Railroading doesn't appeal to as good a class today as it should, but if free transportation is taken away, the situation, bad enough already, will only be so much worse.

It must be conceded that issuing free transportation is giving something for nothing, but it should also be considered that the extra speed a train crew will put into its work is giving something for nothing also, and between the two, as a general rule, the railroad company is getting the best of the exchange, as it is getting tangible results for which it is but paying out a measure of courtesy and good will in free transportation.

Differential Wage Rate for Engineers Too Low

It is noteworthy, especially at this time, when the wage question is such a live topic, and wage schedules are threatened with revision downward, that the responsibilities of the locomotive engineer are increasing out of all proportion to those of any other railroad train employees. Yet this fact is now receiving the recognition it deserves as is shown by the slight differential in wages in favor of the engineer, and which is gradually growing less with each wage readjustment.

The lay man might account for this by thinking the improvements in locomotive construction and the adoption of the various mechanical devices to facilitate and add to the safety of train operation have lessened the labors and responsibility of the engineer, but that is all wrong, and since the public is being represented on the United States Railroad Labor Board at the present time and is certain to have a voice in all future controversies between the railroads and their engineers, we should strive to correct any false impression it may have on that score that our differential in wages, which are at present dwindling, will be restored to their former proportions.

It must be conceded by all in a position to know that the increase of re-

sponsibility of the locomotive engineers keeps pace with the railroad development in greater degree than does that of any other class of railway employees. The adoption of the air brake facilitates train movement, also made it safer, but it placed the responsibility for both more completely in the hands of the engineer than before, besides adding to his duties in the care and upkeep as well as the need of his having a knowledge of the construction and operation of the equipment, he being also responsible in a measure for its proper maintenance.

The patent couplers lead to more powerful draft rigging and longer trains, and the automatic stoker made possible the larger locomotive to haul them, but who will say these are not more wearing on the engineer than the trains and engines a generation ago when the wage differential between the engineer and other engine and train employees was much greater than at present?

The latest addition, the "Booster," is but another illustration of boosting the hauling capacity, the earning power of the locomotives as well, thus adding to the burdens of the engineer without recognizing his right to a corresponding boost in wages, as by all rules of fairness they should expect.

The operating officials know that the present policy is not productive of good. They have seen as a result of the failure to preserve, a fair differential wage, a letting down in the interest of the engineers, the very men to whom they must look for the safe and economical operation of their locomotives and trains, and with that waning interest has disappeared the morale of the whole army of train service employees.

A wise railroad official once said, "A train crew is as good as its engineer and no better, for if he has not the interest and dash that is such a large factor in making the pace in train work, the whole crew will become indifferent."

In the threatened readjustment of wages of railroad employees the railroads would do well to recognize the right of the engineer to at least retain the present wage rate granted in July, 1920. They owe it to him for the increased burden of labor and responsibility which has come to him as a result of railroad development and they owe

it to themselves to buck up the morale of the men in train work, which is at a pretty low ebb today.

The lessons of the past few years on that score are plain enough for anyone to see, but while we hope for the best we are not unmindful of the fact that there are none so blind as those who will not see, and the railroads are surely handicapped by that failing as evidenced in their general attitude toward the locomotive engineers.

Solving the Big Problem

The American Railway Association has appointed a committee composed of seven operating officials, seven mechanical superintendents and seven purchasing agents to solve the big problem of fuel economy in locomotive practice, and this committee, we are told, has evolved a solution in the form of a pamphlet entitled "Fuel Economy on Locomotives."

The book contains charts showing variations in coal consumption per indicated horse power for different degrees of superheat at varying cut-offs to guide the engineer who, with the pyrometer to register superheated steam temperature, and the automatic stoker to feed the firebox, is coming to be the whole thing, thus making the running of a locomotive more completely a one-man job than ever. The additional responsibility that will go with this modern plan will but add to the troubles of the engineer, for with the fuel department pushing a vigorous competition between the men in fuel saving, the transportation department tonnage and speed crazy, the motive power officials striving to get into the spotlight with a big mileage performance, and with the safety of the trains largely upon his hands, the engineer of tomorrow will have so many irons in the fire that he will hardly escape burning some of them, however vigilant he may be. Yes, the engineer of the future is going to be a very busy man and a more important factor in railroad train work than ever, so let us hope that fact will be recognized by the railroads by improving his compensation as well as his standing in the service. If his responsibilities are to be increased, so should his authority, for a divided authority on a locomotive which is so prevalent in latter days as to reflect no

credit upon the railroad managers, is something that must come to an end else all theorizing and mechanical invention to improve economy and efficiency in locomotive and train operation must be largely in vain.

Japanese Railwaymen to Organize

Following upon the nationalization of the Japanese railways, which have been placed under the control of a Ministry of Railways, railwaymen, who have not been permitted to practice trade unionism, will organize themselves in all probability upon the method of the National Union of Railwaymen in Great Britain. Mr. Yusuke Tsurumi, who up to last March was the secretary of the Imperial Government Railways, has taken the opportunity of a visit to England to visit Unity House, the N. U. R. headquarters, to make inquiries into the English trade union system, and the Japanese government is said to be friendly to the idea of organization.

The foregoing illustrates the progressive trend of world sentiment, even in Japan, a country we have been accustomed to regard as being so hopelessly behind our western civilization that organization of its workmen was something yet far in the future.

Mr. Yusuke Tsurumi, just before going to England, visited the Grand Office and dined with Grand Chief Stone with the purpose in view of learning all possible about organization of railway employees, and he evidently learned much that was favorable to organization, for on his return to Japan he won the favor of that government, which has adopted the principle of organization of railroad workers there.

Thus we see the principle of labor co-operation—hastened by the war no doubt—spreading everywhere, and there is reason to hope and to believe that organization of the producing class in all countries will, through international relationship and a common interest, eventually form a most effective power for the preservation of world peace, for no government will be able to make a war on another if the voice of its organized workmen, the potential soldiers of that country, is raised against it. Formerly it was a case of organized wealth controlling the government and the unorganized public, but that condition is

changing. We find the best proof of that in the great political influence organized labor exerts in England at the present time, an influence so strong that the government of Great Britain could not engage in a war of invasion today without the approval of its organized working class.

Co-operation the Only Relief in Sight

A recent investigation by Secretary of Agriculture Wallace brought to light the fact that the so-called "middlemen," they who juggle the fuel and food products between the producer and the consumer, cause an added cost upon these of twenty-one per cent. He adds that a pound loaf of bread should by right cost the consumer no more than five cents.

The Federal Trade Commission reports to President Harding that the selling and re-selling of food and fuel heaped a burdensome tax on the consumer, and cited an instance where one car of coal was re-sold twelve times between the mine and the wholesaler, each time at a higher price, so each of the middlemen handling it could make a profit while the consumer paid it all.

The only remedy for this is more direct trading between the consumer and producer. This is a condition that represents the greatest stumbling block to a return to "Normalcy," the 1920 campaign slogan of the political party, and it is up to the present administration at Washington to put an end to such practice and free both the producers and the consumers from the bonds of commercial jugglery which have bound both during the war, and which are still binding them.

The co-operative movement should receive the support of all wage earners. The International Co-operative Alliance reports that its affiliated world's membership now numbers 30,000,000 heads of families, as compared to but 8,000,000 in 1914, so it can be seen that the movement is growing and it should eventually solve the problem of the producer and consumer by bringing them closer together and eliminating the middlemen who are but parasites on society.

The Co-operative Commission has headquarters in Bliss Building, Washington, D. C., and will be pleased to give any information desired relating to co-operation.

An Epidemic of Derailments

Judging from the many reports of railroad wrecks reaching the Grand Office from the Interstate Commerce Commission of late, there seems to be an epidemic of derailments of passenger trains. It is generally known that railroad properties have been permitted to run down considerably during the past four years. This may account for the greater number of derailments reported than formerly, a fact which should be forcibly brought to the minds of the commission, with a suggestion that train speeds be reduced to correspond with the condition of the track on some roads. During the present contention between the railroads and their employees there is not likely to be any improvement in track conditions, while train schedules are likely to remain unchanged. It is much easier to issue fast train schedules than to keep up the roadway to make it safe to operate trains at the required speed to make the time, which fact is illustrated and emphasized in a most discreditable way through the many recent derailments, a number of which are attended with loss of life to passengers and employees.

Judge Gary Shows His Hand

Considering what Judge Gary, President of the Steel Trust, has been saying in favor of retaining last year's wage schedules, the recent action of the United States Steel Corporation in making a twenty per cent reduction in the pay of its employees amounting to \$150,000.00 annually is surprising to some, but those who have followed the course of the representatives of the big employers of labor, particularly the steel trust, see only the same old tactics operating that have been so often employed before.

Judge Gary talked much for a time about reducing the 12-hour day and appeared so concerned for the welfare of those within his employ, that his remarks on the subject were given wide publicity by the "paid press," but though his opinions were clothed in language most sympathetic, the old wolf was there under the sheep's clothing, just the same, as the wage reduction which soon followed, proved. That reduction in wages of his employees is not warranted either by the trifling reduced

cost of living since the war, or by the change in earnings of the company. We are given the most reliable assurance by John Skelton Williams, Comptroller of the Currency, who wrote Judge Gary recently that "the profits of the steel trust were such that it could reduce the cost of its output \$30.00 per ton, double the wages of its employees and still pay a fair dividend to its stockholders."

As if to remove some of the sting of the wage cut, Mr. Gary now says he thinks the 12-hour shift may be eliminated within the coming year, but the workers' faith in what Mr. Gary may say is not strong enough to pin any hopes to his vague promise. They believe the 12-hour shift will be changed by pressure from without and not by any movement having its origin within the United States Steel Corporation, at least not so long as E. H. Gary is at the head of it.

The Relation Between the Church and Organized Labor

Addressing the convention of the American Federation of Labor at Denver recently, the Rev. George S. Ackland of Denver said, "It may not be the business of the church to talk about wages and working conditions, but when I find that the work of the American Federation in the interest of the workers has lengthened their lives from thirty-eight to forty-eight years, I am for the Federation of Labor. It is a matter of life, for we find that three-quarters of the children who died last year died in the homes of workers toiling under the sweatshop conditions of the so-called 'American plan.'"

In this connection it is well for railroad men to consider here that while the health of the industrial worker has been improved by shorter hours and better working conditions the grind of the railroad train employees has become more strenuous than ever. This is particularly true of the work of enginemen, for with the bigger engines, the heavier trains, the uniformly longer trips under the sixteen-hour law and the more exacting general service of today are sapping the mental and physical vitality of the men as never before. The situation calls for a remedy. It is not a matter of wages, but of hours and working conditions, for nowhere else are men asked to give so much for their

pay in the form of mental or physical effort as in locomotive service, not to mention the irregularity, the hazard and the nerve-racking nature of the work.

Union Wage Refused

JUDGE RULES ONLY MEMBERS ENTITLED TO BENEFITS

Workmen are not entitled to draw the union scale of wages unless they belong to a labor union, Judge Frank E. Stevens ruled Thursday in deciding a suit in City Court.

A carpenter has sued to collect a bill, basing his pay on the union scale for carpenters.

"The rate of pay was established through efforts of the union," said Stevens. "Unless you belong to it you are not entitled to take part in the benefits."

The above ruling is rather unusual. It is rare, if not the first time on record, that a judge in a court of law has officially recognized the right of the organized worker to bargain for a price of his labor. The judge goes even farther than the organized worker in that he denies the unorganized employee the right to a legal claim of pay for his services equal to that arranged for between the organized workman and the employer, as the non-union workman was not a party to that agreement.

The ruling of Judge Stevens reveals the fallacy of individual bargaining so much favored by employers of labor, who talk and write much about the unions, restricting the personal liberty of the workmen, while they themselves cheerfully forfeit their own when they combine to control not only the price of the products they produce, of which the workmen must consume, but they also try by force that same combination to control the price of the workman's labor, thus getting him coming and going, as the saying is, and were it not for the protection organization affords the workers they would receive for their services but a scant living wage and a whole lot of "personal liberty" of the kind that means if you didn't like it you could do the other thing.

Yes, the ruling of Judge Stevens is an unusual one, and is all the more strange when we consider that if the case were left to a jury of union workmen to decide, they would have voted in favor of the standard rate of pay for the carpenter even if he was a non-union man.

| | | |
|--|--------------|--|
| | LINKS | |
|--|--------------|--|

A Red Letter Day in Division No. 602

Tuesday evening March 29th, was a red letter date in the history of J. T. Harahan Division 602, for on that evening we celebrated the eighteenth anniversary of the organization of our Division.

Our committee on arrangements was organized early in February and with the able and hearty co-operation of the committee from Supreme Division 344 of the G. I. A., was soon perfecting the details of a most unique and interesting program. All who had the pleasure of attending voted the celebration a huge success, and were loud in their praise of the able manner in which the chairman of our committee, Brother P. L. Hayes conducted the work.

Promptly at 5:30 p. m. the brothers and their wives began to arrive and an enjoyable hour was spent in the form of a reception tendered them. At 6:30 p. m. all formed in line and marched to the floor below where the banquet was served. Miss Irene Lang, daughter of Brother A. Lang, rendered appropriate music at the piano as the people, led by our Chief Engineer Brother J. W. Finney and Mrs. Finney, sought their position at the banquet table, which was arranged so as to form a large "E". The banquet room was tastefully decorated with appropriate colors blended with the red, white and blue. Our Chaplain, Brother John Graney, said grace after which one hundred and twenty-six sat down to what was pronounced by all an excellent feast.

After the banquet a highly entertaining program was rendered in the reception hall. Features of the program were the Scottish dance by Eleanor Finney, little daughter of the Chief Engineer and addresses by Chairman P. L. Hayes, Brother J. W. Finney, Chief of Division 602 and Trainmaster C. W. Davis; also remarks by Traveling Engineers, Brothers Ellwood and Rosenbaum. An address by Mrs. A. N. Nichols, President Division 344 G. I. A., was especially well received.

Then followed the chief feature of the evening, the presentation of the Honorary Badge to Brother John Graney, in

recognition of his forty-two years of continuous and active membership in B. L. E.

The committee had planned to have that honor conferred on Brother Graney by a Grand Officer, but it was impossible to make the arrangement at this time, so our Chief Engineer Brother J. W. Finney, made the presentation with appropriate remarks. Brother Graney responded in a fitting manner.

Following the program dancing was enjoyed until midnight, when all left for their homes voting the celebration a grand success and planning to give such a celebration an annual place on our calendar. C. E. Div. 602.

Celebrate Golden Wedding Anniversary

Rich Mt. Div. No. 569 and the G. I. A. No. 287 met at the home of F. G. Hull and wife Monday evening, it being their golden wedding anniversary. Also a

**BRO. F. G. HULL AND WIFE**

number of their friends were delighted to be present on such an occasion as to be wedded that long and to welcome us was a happy event. T. J. Clayton of DeQueen, Ark., in well chosen words presented Mr. and Mrs. Hull with a gold and cut glass fruit dish, a loving remembrance from Div. 569. Mrs. L. Scarbrough presented Mrs. Hull with a bouquet of carnations from the G. I. A. Order which is the emblem of their order. Several selections were played on the victrola, J. H. Worrell presiding. M. A. White and wife sang "Silver Threads Among the Gold." Much merriment was had when all sang, "Put on Your Old Grey Bonnet," led by Mrs. Ray

Sanford. Mrs. J. H. Worrell gave a reading "The Old Mason Bride."

Cake and cream were served to fifty or more. Mr. and Mrs. Hull were married at the Fremont Hotel at Atchison, Kan., April 11, 1871, and Mr. Hull is still able to be at the throttle and is very proud of his run on the A. W. They have a host of friends who wish them well in their declining years. G. I. A.

Good Time in Division 449

Division 449 of Americus, Georgia, is still in line and not allowing an opportunity to slip in complying with the Grand Chiefs request. Sunday, May 22nd, being regular meeting day, we initiated three. Brother R. F. Poole, the senior man in our Division and Past Chief, gave the candidates the obligation in a very instructive manner.

After the initiation we were called to the banquet hall and three of the ladies of the G. I. A., Sisters Sutton, Compton and Heldt, who had been requested by our Chief Engineer to be present did the serving of cream and cake in a manner which was enjoyed by all. Brother Cottrell, who is ever thoughtful, passed around the good cigars which you well know a railroad man hardly ever turns down.

It has been Brother Cottrell's highest ambition to get the B. of L. E. and G. I. A. together since he has been Chief of Division 449. We certainly appreciated these Sisters presence and as Brother Culpepper remarked to the ladies, if there was anything he liked it was more ladies. Consequently he was accorded the pleasure of taking them home.

Now, Sisters, when Brother Cottrell requests you all to join with us do not hesitate, but come, as we need these get-together meetings.

E. H. LIPFORD, S.-T. Div. 449.

An Interesting Get-Together Luncheon

The ladies of the G. I. A. James J. Hill Division 312, entertained with a luncheon the ladies of Tacoma G. I. A., also those of Interbay, Wash. A very dainty lunch was served to sixty members who enjoyed it very much. After luncheon our regular meeting was called to order by President Sister Shippee and an opportunity was given the visiting members to express their wishes on subjects to be taken up by delegate at the coming

convention. An interesting and instructive feature of the meeting was an unexpected visit of Sister Nappen, National Organizer of Minneapolis. She discussed at length the duties of the delegate. Her instructive talk was greatly enjoyed by all present.

Seated with President Sister Shippee on the rostrum was National Organizer Sister Nappen, President Sister Johnstone of Interbay and President Sister Thornburg of Tacoma.

Mrs. JAMES McCABE, Cor. Sec.

A Wholesale Initiation in Division 357, Minneapolis, Minn.

Monday, April 18th, was a red letter date for Minneapolis Division 357, when twenty-six young engineers were initiated into the Brotherhood. The drive for new members was launched about the middle of March through the efforts of our wide awake Insurance Secretary J. H. Weaver. His enthusiasm soon spread among the boys and in a short time every officer and member had put his shoulder to the wheel to help the good work along. As a result of the drive forty applications were received, but owing to sickness and some of the candidates working, all could not appear for initiation. The ceremonies were ably conducted by Brother J. F. Harrington C. E., who gave the new members a short but impressive talk on the duties and obligations that go toward making good Brotherhood men. After the initiation a short recess was called to welcome the new members. To celebrate the event a smoker was held immediately after the meeting closed.

Chairman Brother Pierce Walker of the entertainment committee assisted by his able lieutenants Brothers Ross, O'Meara, McLaughlin and others who volunteered to help out on the occasion, gave us an entertainment followed by refreshments that was a treat to all who attended.

Brother W. W. Royster of Division 570, our legislative representative, spoke along the line of good and bad legislation that had been enacted by our last legislature, and congratulated the Division on the large class taken in.

The main speaker of the evening was Ex-Mayor Thomas Van Lear, who is labor's candidate for the office of mayor at the coming election. He gave an in-

structive speech on city government and discussed the wage situation as it confronts labor today.

Popular songs were rendered by a quartette at intervals during the evening.

A pleasing feature of the evening's entertainment which was appreciated by all was given by J. H. Hendry, assistant roundhouse foreman, dressed in full Scottish costume, carrying a crooked cane. He sang several Scotch songs in a manner rivaling his world famous countryman, Harry Lauder.

After the program all were invited to the dining room where refreshments were served, followed by good smokes, during which time fun and jollification reigned supreme. Members who were not present missed a good time and we hope that on future occasions of this kind all will make a special effort to be on hand.

Several brothers from Divisions 180, 313, and 494 joined with us in making the event one long to be remembered.

On May 1st, three more candidates were initiated who could not be present on April 18th, and others expected to join in the near future.

The fact that the large number of new members were secured without the aid of an organizer gives an idea of what can be accomplished when officers and members of a Division pull together. Be a Booster! Division 357 now has a membership of 231. As there is still good timber in sight our aim is to reach the 250 mark by January 1st, 1922.

SEC.-TREAS. DIV. 357.

A Pleasant Affair in Division 61

Just to let the brothers know we are still on the map, I will say that April 10th, 1921, was a gala day for Boston Division 61 and F. S. Evans, Div. 99 G. I. A., it being the regular Sunday meeting for B. L. E.

During the meeting a recess was granted and Brother H. H. Wilson introduced W. H. O'Brien, member of a labor union and also holding an official position with the New England Telephone and Telegraph Company, and Chairman of the Public Utilities Commission of Massachusetts. I wish every B. L. E. member could have been present to have heard him, for he is a very forceful speaker and clinched his arguments with facts that no one could dis-

pute, and what he said about those who do not attend Division meetings and leave it for the other fellow to do, was worth while hearing and remembering.

After the meeting all adjourned to the banquet hall, where a fine dinner had been prepared by the Sisters of Division 99. The Master of Ceremonies then called upon Grand Chaplain Brother George R. Dority for the blessing, after which full justice was done the sumptuous dinner prepared for us. Later, all adjourned to the hall and listened to an entertainment by home talent and speech making for nearly two hours, which was fully enjoyed by all present. The attendance was large, there being one hundred and sixteen members and their families present. Much credit is due Sister Bertha Powers, Chairman, and her able assistants for the work they did, also to the committee of Division 61 and others who cheerfully gave us assistance to make the affair the grand success it was.

CHAS. S. BROWN, Div. 61.

A Good Time in Division 170

It has been a long time since I have seen anything in our JOURNAL from Division 370 relative to our work and social activities, therefore I am going to take it upon myself to write you and say that we are now about 250 strong, most of our members are employed on the Baltimore and Ohio Road.

On Monday April 25th our division tendered the ladies of Division 59 a reception and invited as guests the local officers of the Pittsburgh Division and the Pittsburgh Terminal Division.

Incidentally we are proud to say that Superintendent Beltz, Road Foreman Norris, Terminal General Foreman Irwin and Smoke Inspector Bracken, are members of our Division.

A splendid program had been prepared, consisting of vocal and instrumental music. The "All Around Orchestra" had been secured by Brother Johnny James, who was chairman of the meeting and who also sang several songs as only a real Scotchman can do it.

Superintendent Beltz gave a heart to heart talk on Operations of the Pgh. Div. and was followed by Superintendent Martin of the Terminals.

Jones, the Irish Volunteer, next en-

tertained the gathering with a delightful sketch of the war period which was well received.

Supt. Schmoll of the Motive Department followed with one of those talks that puts a smile on everybody's face and they voted then and there that they wanted him back again when there was "Somethin' Doin'."

One of the pleasant features of the evening was the presentation of one hundred dollars to Division 59 of the G. I. A. on behalf of Division 370 by Bro. Guy Bogardus assisted by Bros. Gallagher and Applebee. The money is to be used for dishes and such things as Div. 59 will need. The brothers making the presentation had the roll tied up in a red bandanna handkerchief and placed in a dinner pail that had seen service and reminded all how it had been earned.

The last speaker of the evening was Terminal General Foreman Irwin. Bro. Irwin was our associate and local chairman for 14 years and gave us just such a talk as he has in the lodge room in years gone by, right in keeping with the mottoes of the order and the golden rule, he concluded his remarks by reading a poem which Sister Nellie B. Irwin had written for the occasion.

The cake walk followed, led by Supt. Beltz and Sister Miller, charter member of Div. 59. Bro. Wilmarth got the cake, but he didn't cut it.

The Lunch. Oh! That Lunch! Hats off to Bros. Brown, Reed and James. They can do it all over again, whenever they want to. The brothers prepared and served the lunch, assisted by the "bunch."

After an hour of communion with each other and with many a hand shake, the meeting came to an end by singing "God Be With You Till We Meet Again."

Among our invited guests were members from Divs. 325, 452 and 50, also Supt. of Fuel Robison of Baltimore, Smoke Inspector Cox, Supt. of Shops Howe and Master Mechanic McGann.

A. S. RICHARDSON,
Chief Engineer Div. 370.

A Note of Cheer from Ionia, Mich.

At Ionia, Michigan, Sunday, April 10th, the members of Division 503 and the ladies of the G. I. A. Division 394

of Grand Rapids, held a meeting at which time several Ionia ladies, wives of members of Division 503, were enrolled. A bounteous repast was provided by the Ionia ladies, after which suitable remarks were made by several members. It was the opinion of all present that the meeting was a very profitable and enjoyable one.

A MEMBER.

Big Open Meeting at Adrian, Mich., April 17, 1921

A very interesting open meeting was held in Adrian, Michigan, on Sunday, April 17th. The attendance numbered 200, including the following representatives of different railroad organizations: W. W. McKirshey, General Chairman B. R. T.; W. B. Cullen, Organizer B. R. T.; W. J. Winston, General Chairman B. of R. & S. C.; Wm. Robson, Vice Grand President M. & W.; B. E. Smith, Chairman of Brakemen and Conductors; Wm. Lutz, Chairman M. & W.; George Nuss, Chairman Car Men; H. W. Burke, Vice Chairman B. of R. & S. C.

Brother B. H. Smith acted as chairman, and after calling the meeting to order gave a short talk on general conditions concerning our interests, referring especially to the disadvantage we are at as a result of want of proper publicity, as the public press does not properly present labor's side of the case in any controversy it may have with the "Big Interests," but he said we have at last found a paper that could be relied upon to properly present our side of the case, and that is the paper published in Washington, D. C., named "Labor." He also invited subscriptions for Labor. Brother Smith said that one of the main purposes of the meeting was to effect some kind of an organization to arrange for future gatherings of the kind, where the members of the various craft organizations could meet to compare notes and co-operate to their mutual advantage.

As a step in that direction Brother Smith appointed a committee chosen from the members of the various organizations represented.

The chairman then called upon some of the prominent members present to address the body and all responded, dis-

cussing the general situation in a manner that was both instructive and entertaining. Among the speakers were Brother W. B. Cullen, Organizer for the B. R. T.; Brother W. Robson, Grand Vice-President Maintenance of Way; Brother W. J. Winston, General Chairman Railway Clerks, Cleveland, Ohio, and W. W. McKirshey of the B. R. T.

The reason for the meeting was to effect a closer co-operation between the various craft organizations, which was deemed necessary to secure a fair consideration of the needs of the wage earners, and in concluding his remarks, Brother McKirshey reminded his hearers that while the recent decision handed down by the railroad labor board was not satisfactory to labor, yet, he said, the fundamentals upon which to build new agreements were preserved in the sixteen principles offered by the board as a base for future wage agreements between the employees and the railroads.

MEMBER, Div. 457.

Join Now

The Plumb Plan League is organized by the chief executives of all railroad organizations, farmers' organizations and others who believe in permanent public ownership and democracy in the operation of the railways. All trade unionists should join the League and assist. JOIN NOW!

Division 198 G. I. A. and B. L. E. Div.
172 Hold Third Annual Banquet

We take pleasure in telling the membership that Division 172 is very much alive, and can boast of an infusion of new blood which was very much in evidence at our third annual banquet on April 10th, 1921, and with their wives, sisters and sweethearts, helped to make the occasion one long to be remembered.

The affair was conducted jointly by a committee under the direction of our Chief, William Graper, and a G. I. A. committee under the leadership of Sister John Weeks, President of G. I. A., Division 198, ably assisted by Mrs. August Graper, Secretary and Treasurer, Mrs. Wm. Graper, Mrs. George D. Spink, Mrs. Carrie Whamer, Mrs. Kastensmith, Mrs. Wm. H. Mulligan, Mrs. Harold J.

Miller, Mrs. Fred Lathrop and Mrs. H. A. Blaser, all of whom deserve the highest praise for their valuable assistance.

Both banquet and entertainment were the best yet. There were more than 175 members present from Albany, Troy, Binghamton, Saratoga Springs, Rotterdam Junction, Delanson, Schenectady and Rensselaer, N. Y. A pleasing feature of the evening was the Penny Drill conducted by the ladies, and a prize drill by Mulligan Guards, William H. Mulligan commanding.

The speakers of the afternoon and evening were Brothers Wm. L. Mitchell, Past Chief, Division 46; Marquis L. Colard, Corresponding Secretary, Division 46; Horace Parker, Wm. Graper, George W. Parker and Brother Trimble.

These brothers discussed the various questions that relate to our organization and our citizenship in a manner that provided a rare intellectual treat, and I am sure the affair in general had an inspiring effect upon all present.

The entertainment proved to be the best we ever had, and the meeting closed with a grand march, during which all sang "The Red, White and Blue" and "We Won't Go Home Till Morning"—and we didn't.

HENRY HOFFMAN, S.-T. Div. 172.

Engineers Hold Memorial Service

Divisions Nos. 331, 557, 819 and 456, of the Brotherhood of Locomotive Engineers, and Ladies' Auxiliaries 277 and 222 held annual memorial services at 3:00 o'clock yesterday afternoon in the New Orpheum theater. The meeting was fairly well attended.

The theater had been attractively decorated for the occasion, flowers having been used with good effect in the decoration of the stage, where the charters of the various organizations participating in the exercises were prominently displayed.

R. G. Payne presided at the services and introduced the speakers, who were, principally, S. H. Huff, of Roanoke, assistant grand chief engineer, and Rev. J. J. Bradford, pastor of Central Methodist Church.

The meeting opened with a selection by the orchestra, followed by the singing of "America," after which a prayer

was pronounced by J. T. Clayton, of Division No. 331. Messrs. Watkins, Myers, Tolbert and Hancock were then heard in a selection.

REVIEWS HISTORY

S. H. Huff, of Roanoke, formerly representative of the engineers employed



BRO. S. H. HUFF

Ass't. Grand Chief Engineer B. of L. E.

on the Norfolk and Western Railway, and recently elected to the office of assistant chief engineer, presented a sketch of the history of the engineers' brotherhood and the Ladies' Auxiliary. He talked at length in an interesting manner, and made a very favorable impression.

He sketched the two organizations from the time of their inception, declaring that the engineers' brotherhood is the oldest labor organization in the country, having been formed in 1861. He touched upon its work in behalf of the engineers and of its insurance and pension benefits, and told also of the brotherhood's ownership of an immense building in Cleveland, and of its banking enterprise which has grown enormously and prospered to a marked degree.

OBJECT OF EXERCISES

He declared that in conducting memorial exercises here simultaneously

with similar services held by divisions all over the United States and Canada, the engineers wished to pay tribute to those members of the brotherhood who have answered the last call. "They were not without their weakness; some of them," he said, "but their weaknesses were outweighed by their virtues."

After covering his history of the engineers' brotherhood, he touched upon the formation of the Ladies' Auxiliary, recounted its work and some of the undertakings it has inaugurated for the benefit of its members.

His address, from beginning to end, was interesting and furnished a fund of information as to the enterprises and workings of the two organizations and their accomplishments.

MR. BRADFORD MEMORIAL SPEAKS

Following Mr. Huff's remarks, Mrs. Pullen was heard in a solo, and a selection was then rendered by the orchestra, after which Rev. J. J. Bradford was presented. Mr. Bradford delivered an impressive address in which he emphasized the entry of God's hand into every creation in the world and every accomplishment. He touched upon the memorial nature of the exercises in a most forceful manner.

At the conclusion of Mr. Bradford's address a roll call of deceased members of the brotherhoods and auxiliaries was made by R. H. Mero, of Division No. 819. As the names of the departed members were called two little girls deposited flowers in their memory.

Misses Wright and Leggett and Messrs. Myers and Hancock were then heard in a selection, after which Rev. J. A. Callahan, assistant pastor of St. Paul's Catholic Church, pronounced the benediction.

COMMITTEES IN CHARGE

The committees in charge of the arrangements for the memorial services were comprised of the following:

Brotherhood Locomotive Engineers, W. M. Moore, 331, chairman; J. L. Morser, 456; E. Eley, 557; H. M. Morgan, 819.

Ladies' Auxiliary, Mrs. V. S. Mayberry, 277, chairman; Mrs. D. P. Cousins, 222; Mrs. C. D. Morris, 222; Mrs. W. L. Johnson, 277.

W. L. Johnson, 331, Financial Secretary.—*Virginian-Pilot and the Norfolk Landmark.*

Presentation of Honorary Badge to Bro. George H. Start of Division 327

A very pleasant and interesting ceremony took place in Division 327, St. Louis, Mo., April 15th, when Brother George H. Start was presented with the Honorary Badge of the G. I. D. of the Brotherhood of Locomotive Engineers.

This being the regular meeting of Division 327, the order of business was hurried through as Brother Elrod, assisted by Brother L. M. Foley and J. L. Wallow, had arranged a beautiful program for entertainment; the ladies of the G. I. A. having been extended an invitation, brought with them plenty of good cake, it being served with ice cream which had been prepared by the committee. The entertainment consisted of recitations, piano solo and singing, mostly by home talent.

Sister Turner, Vice-President of the G. I. A., entertained us with some very interesting remarks and, as we never get tired of hearing Sister Turner tell us of the many good things the G. I. A. is doing, her remarks were highly appreciated.

Brother C. Hargrave, Chief Engineer of Division 327, then presented Brother Start with the Honorary Badge of the G. I. D. with a splendid tribute to Brother Start and his loyalty to the B. of L. E., and also presented Sister Start with a beautiful bouquet from Division 327.

Brother Start gives the following interesting history of his forty-eight years of railroad experience:

"He was born in Clyde, N. Y., October 19, 1858; he went firing for his father on a construction engine when he was 15 years old; worked at this position until 1875, when he secured a position as fireman on the New York Central and was promoted to engineer shortly thereafter and joined the B. of L. E., Division 18, in December, 1880, at Rochester, N. Y., his father being a charter member of the Division; he continued in service as an engineer on the N. Y. C. until 1882, when he came to St. Louis and secured a position as engineer on the Mo. Pac. Ry. and transferred to Division 48; he worked for the Mo. Pac. until 1884, then secured a position as engineer with the Terminal R. R. and is a charter member of Division 327 and recognized as one of our best engineers, has served in all the offices of the Division and for several years has been a member of the

Local Committee of Adjustment. He was married to Miss Ellen Dewier on November 10, 1885. Mrs. Start has been very active in the G. I. A. and is a delegate to the Convention this year."

After the entertainment and presentation ceremonies we all enjoyed ourselves eating cake and ice cream and watching the young folks dancing and this only concluded one of the many good times Brother Elrod and his very able Committee have shown us in the past few months.

A VISITOR.

Ladies of Division 495 Entertain

The ladies of Prairie Queen Division 495, entertained their families at a banquet Saturday evening, May 7th. This was in celebration of their sixth anniversary. There were about one hundred present. After enjoying a bountiful dinner, a musical program was rendered by the ladies and children, which was enjoyed by all.

The boys of Division 623 are making plans for a large picnic to be held in the near future. Division 623 is taking on a new lease of life. We are initiating new members almost every meeting. Our drive for new blood promises to put us close to the hundred per cent mark within the next few months.

H. T. TRAMBLE, Sec. Div. 623.

Division 331 Improves Its Attendance

Seaboard Division 331, B. of L. E., at its regular meeting held on the fourth Sunday in April, sounded its last warning to members for non-attendance. The Secretary and Treasurer were instructed by the Division to notify each and every members to attend the first regular meeting in May, or the law would be carried out to the fullest extent, and the result was that we had a glorious meeting. It reminded one of a revival meeting. Those who could not be present sent reasonable excuses, with promises to attend at the first opportunity.

Brother Mero of Division 819 made a good talk and complimented us on the vigorous steps we had taken to improve our attendance, saying he had an idea of introducing the same in his Division.

Brother W. M. Moore, local chairman of Division 331, also made a splendid talk, thanking us for the traveling bag that was presented to him by the Divi-

sion on his retirement as Secretary and Treasurer, after eight years of faithful and efficient service.

W. L. JOHNSON, C. E. Div. 331.

B. L. E. Divisions in Toledo, Ohio, Hold Interesting Meeting

In the April JOURNAL it was stated by Division 4 that they seldom used the columns of the JOURNAL to inform the other members as to what was taking place in Toledo, Ohio. Let us not hide our light under a bushel, so we again come into the limelight to inform the members who could not be present at the Union meeting held by Divisions 4, 457, 493 and 876 on April 17th in I. O. O. F. hall, corner Front and Main Sts., Toledo, O.

It is true that the weather was very disagreeable, and some think that the weatherman had a grudge against us, but that delayed spell of winter in the form of wind, rain, sleet, snow and ice was really the acid test of the loyalty of the Brotherhood members. There were many of our older members, worn and gray from the hardships and privations experienced in the days which are but history to we younger members, who I know would have enjoyed an afternoon and evening at the home fireside, that braved the elements to come and help the "boys of today" with their wisdom and knowledge gained in that exacting but efficient school of experience.

And the ladies turned out also. It seems no kind of weather could be invented that would keep them at home when they could be of assistance to the brothers to create a greater social and fraternal feeling among the members at large and to promote their general welfare. Could our lukewarm members, who failed to attend because the weather was "too bad out," or because of indifference, have witnessed this display of fortitude, and have heard the stirring remarks of some of the speakers on what brotherhood means and what it stands for, they would hang their heads in shame for having entertained the thought of letting anything keep them away. And then, too, let us remember the visitors from out-of-town Divisions, there being a representation from Divisions 304, 360 and 678 also; welcome, brothers, we enjoyed your visit, and invite you to attend as many of our future meetings as possible, and bring as

many brothers with you as possible.

The meeting was called to order at 2:45 P. M., Chief Engineer Ralph Allen of Division 876 presiding. Many prominent members of the several Divisions here were present, and after officers were selected and introductions made, speakers were called upon, after which there was a general discussion, there being many topics of interest spoken on, among them being the work of the State Legislative Board, the Pension Association, the Chicago Joint Agreement, which received favorable comment and to which improvements were suggested, the engineer hostler proposition, and the eight hour day.

A plea was made by several of our foremost workers to the members in general for a better attendance at regular Division meetings to assist and support their officers and representatives in their work.

Following the afternoon session an excellent lunch was served, when the members were joined by their families, after which there was a general social meeting for all, when we enjoyed the inspiring and encouraging remarks of the ladies on the work and benefits of the G. I. A., who later withdrew, when the business of the former session was resumed.

One statement worthy of mention was that the engineers should be more careful to report all defects and work to be done on the engines, so as to enable the Federal Inspectors to more easily check up and locate these defects and remedy them for our own safety as well as that of others.

It is impossible to mention here all the names of the prominent members and speakers present, but the fact that I have benefited by their endeavors has inspired me to report the results of this meeting, and in conclusion I would say to each and every member, that if you would benefit likewise, and if you wish to know what your Brotherhood means to you and what it is doing for you, do not fail to attend any of the future meetings.

A MEMBER.

Division 551 Treated to a Surprise

On Sunday, May 8th, Fred Neininger Division 551, of Bridgeport, Ohio, held its regular meeting and initiated one candidate, after which the ladies of

Steenrod Division 106 surprised us by inviting us to partake of a fine banquet. We immediately adjourned the meeting to accept the kind offer of the ladies, which we assure you was a most enjoyable affair.

Visitors from Divisions 296 and 477 were present and generously praised the ladies as well as the fine spread they had so generously and so perfectly arranged.

We are all thankful to the ladies and hope to again enjoy their hospitality at some near day.

A MEMBER.

Book Notice

Brother C. A. Crane of Division 20 is putting out an air brake book containing a progressive system of examinations on all questions relating to air brakes and up-to-date methods of train braking.

This book should prove valuable to any one interested in a subject of so much importance to locomotive engineers and firemen.

The price is \$1.50. Address C. A. Crane, 1523 High Street, Logansport, Indiana.

Progressive Career of Bro. John P. Kelly, Div. 205

Brother John P. Kelly, formerly inspector of safety appliances in the Bureau of Safety, Interstate Commerce Commission, has been promoted to the position of senior mechanical engineer for that bureau with headquarters at Washington, D. C.

Brother Kelly entered the employ of the Housatonic railroad, now a part of the New Haven system, as water boy on the passenger trains of that road in 1880, was promoted to locomotive fireman in 1884, and to locomotive engineer in 1887. With the exception of nearly three years spent in running a locomotive on the Western division of the New York Central, his whole term of service running was put in on the various branches of the New Haven system, until early in 1898 when he gave up running an engine to devote his energies to air brake instructing.

In 1899 he was appointed road foreman of engines on the Chicago & Alton

railroad, between Chicago and St. Louis, devoting his time while on that road to the examination of firemen for promotion on the operation of locomotives and air brakes. Leaving the Chicago & Alton railroad early in 1901 he entered the service of the New York Air Brake Company as an assistant in the mechanical engineering department, and before leaving the employ of this company he was promoted to the position of assistant mechanical engineer.

Late in 1905 he entered the service of the Westinghouse Air Brake Company as commercial and mechanical representative with headquarters at Buffalo, N. Y., but in 1910 resigned from the service of this company to devote his time to the business of consulting air brake engineer and to writing articles for the technical press on air brake and other mechanical subjects, until in the autumn of 1912 he entered the service of the New York Central railroad, in the mechanical engineering department as consulting air brake engineer, and late in 1918 he took the examination for appointment in the Government service as inspector of safety appliances, received his appointment as such early in 1919 and served in that capacity until his recent promotion to senior mechanical inspector.

Brother Kelly was born in Great Barrington, Mass., March 16, 1864, and he received his early education in the public schools of that town and later during the years of firing and of running a locomotive he devoted practically all of his spare time to the study of mechanics, and to those branches of mathematics required in the solution of mechanical engineering problems, and his employment in the engineering departments of the air brake and railroad companies afforded him an excellent opportunity for acquiring a thorough knowledge of the theoretical and practical sides of engineering work, an opportunity of which he has taken full advantage, so that he goes to his new position well equipped to discharge the duties which it entails.

In 1889 Brother Kelly joined the B. of L. E., Division 77, at New Haven, Conn. and has remained ever since a member in good standing; at present a member of 205.

E. E. BILL, S.-T. Div. 205.

Brotherhood Bank Opens Trust Department

The Brotherhood Bank, in its earnest desire to be of the greatest possible service to its members, has established a Trust Department under the provisions of the Federal Reserve Act and has complied with all the banking laws respecting Trust Department operation. This branch of the bank is devoting itself mainly to the interests of Brotherhood members and we feel that with a fair share of "cooperative assistance" we are in a splendid position to accomplish some real good along this line of endeavor.

This short message will merely serve as a preliminary announcement to members, but later we hope to outline in greater detail the many advantages offered by the bank in fiduciary matters.

First, we grasp this opportunity to point out the oft-neglected duty of making a will so that those who are dear to us may be provided for after our death in the manner that we would have them. If no will be made, then the law will distribute and apportion your property, impartially, without consideration for the character, standing and necessity of the beneficiary, which often works great hardship. The Brotherhood Bank solicits and welcomes the execution of trusts of personal property under a will. By the terms of such trusts the bank will invest the trust funds, reinvest the proceeds and pay the income periodically to any one designated in the will. Such an arrangement permits of the enjoyment of the highest income consistent with safety and it might be stated, the investment of trust funds is regulated by law so that the officers of the bank investing such moneys are limited to those classes of investments specifically designated for trustees. Naturally, such investments are of the highest grade and each one is passed upon by the same group of men who invest the bank's own funds.

A form of trust which is rapidly springing into favor is insurance trusts, whereby insurance moneys are made payable to a trustee and under an agreement the trustee is empowered to invest such moneys, paying the income periodically to certain named beneficiaries. It is possible in this way to provide for a widow during her life and thereafter continue to pay the income to the chil-

dren or distribute the principal in any manner agreed upon.

We are all more or less familiar with the methods of the so-called "gold brick artists" who have been known to clip death notices from the daily papers and approach bereaved survivors with propositions in which a return of a hundred per cent is guaranteed. We all realize the ridiculousness of such schemes and yet the truth of the matter is, innocent widows generally fall easy victims to the misrepresentations of these swindlers.

The surest way to eliminate such possibilities is by creating an insurance trust with the Brotherhood Bank. A letter addressed to our Trust Department will bring full details.

A Living Trust is a comparatively modern creature of trust law and combines many advantages. Under such an arrangement the owner of the property places it in the hands of the bank as trustee with full and complete instructions as to the management of such trust property, together with instructions as to the distribution of the income. The trustee holds such property, collects the income, attends to the payment of any rent, insurance, taxes, etc.

The trust may be so constituted that the trustor reserves to himself the privilege of revoking the trust or modifying it subsequent to its execution.

The establishment of such trusts is becoming more popular every day, since by it the owner of property is relieved of the time and attention the management of such property necessarily demands and in addition the value of the property is safeguarded and cared for by men who by reason of their business ability and experience are peculiarly well-fitted to select those investments which combine safety with good yield and protects investments already made.

Mention might also be made of the fact that the bank will receive securities for safekeeping under conditions whereby they will be converted, when necessary, and collections and distribution made of the income.

This short resume of the ways in which we can be of service is necessarily brief. Trust work has many ramifications; however, the Trust Department heartily welcomes inquiries and will gladly reply with full and complete information.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE

Official Notice of Assessments 552-556

SERIES T

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, July 1, 1921.

To the Division Secretaries L. E. M. L. and A. I. A.

Dear Sirs and Bros.—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. ((See Section 25, page 135, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that date will lie over until the succeeding month.

| No. of Asst | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Amt. of Ins. | To Whom Payable |
|-------------|-----------------------|-----|---------------|-------------------|-----------------------------|------------------------------|----------------------|--------------------------|
| 460 | Wm. H. Linn | 59 | 883 | Oct. 30, 1898 | May 8, 1921 | Cancer of face | \$3000 | Dorothy A. Linn, w. |
| 461 | Michael Lyons | 64 | 472 | April 22, 1900 | May 11, 1921 | Myocarditis | 1500 | Ellen Lyons, w. |
| 462 | Wm. Mahaney | 50 | 14 | May 8, 1904 | May 13, 1921 | Aortic insufficiency | 1500 | Marcella Mahaney, w. |
| 463 | F. A. Bull | 49 | 682 | May 20, 1900 | April 28, 1921 | Nephritis | 1500 | Anna Bull, w. |
| 464 | Eli Kleckner | 82 | 25 | Mar. 9, 1884 | May 18, 1921 | Senility | 3000 | Erwin Kleckner, s. |
| 465 | Jos. Ruhuke | 67 | 9 | Mar. 14, 1892 | May 16, 1921 | Cancer of stomach | 1500 | Rose Ruhuke, w. |
| 466 | Warren C. Leib | 41 | 459 | Oct. 24, 1920 | May 18, 1921 | Pneumonia | 1500 | Mary E. Leib, w. |
| 467 | Chas. H. Crehan | 65 | 59 | Jan. 3, 1888 | May 12, 1921 | Heart disease | 4500 | Libbie Crehan, w. |
| 468 | Frank Farrell | 58 | 167 | June 5, 1904 | May 9, 1921 | Killed | 1500 | Catherine Mosher, s. |
| 469 | Wm. C. McAloon | 48 | 292 | April 23, 1901 | May 14, 1921 | Hernia | 3000 | Mary McAloon, w. |
| 470 | John Rigney | 63 | 752 | Oct. 14, 1892 | May 15, 1921 | Acute dilatation of heart | 3000 | Emma J. Rigney, w. |
| 471 | Thos. H. Kelly | 61 | 116 | Sept. 16, 1905 | May 11, 1921 | Pulmonary tuberculosis | 1500 | Mary A. Kelly, w. |
| 472 | John H. Leonard | 64 | 4 | May 1, 1904 | May 15, 1921 | Valvular heart disease | 1500 | Mattie B. Leonard, w. |
| 473 | A. E. Rogers | 43 | 803 | Nov. 10, 1907 | May 19, 1921 | Killed | 4500 | Anna W. Rogers, w. |
| 474 | John Long | 34 | 868 | Sept. 4, 1919 | May 4, 1921 | Killed | 1500 | Susan Lyons, Aunt. |
| 475 | W. F. Fischer | 32 | 154 | Sept. 5, 1918 | May 17, 1921 | Killed | 1500 | Rose Fischer, w. |
| 476 | Emil Johnson | 40 | 48 | Oct. 3, 1910 | April 28, 1921 | Right eye removed | 4500 | Self. |
| 477 | Albert E. Williams | 58 | 33 | Aug. 13, 1905 | May 14, 1921 | Cerebral hemorrhage | 1500 | Martha Williams, w. |
| 478 | Andrew Miller | 56 | 424 | May 20, 1900 | May 23, 1921 | Cancer | 3000 | Kate M. Miller, w. |
| 479 | C. E. Goodwin | 84 | 125 | July 24, 1871 | May 25, 1921 | Arterio sclerosis | 3000 | Hannah E. Goodwin, w. |
| 480 | J. C. Hurtt | 32 | 782 | Jan. 19, 1919 | May 20, 1921 | Killed | 1500 | Hannah Hurtt, m. |
| 481 | Thos. H. Glenn | 54 | 782 | June 3, 1906 | May 19, 1921 | Killed | 1500 | Lennie B. Glenn, w. |
| 482 | J. J. Buttery | 61 | 98 | July 19, 1903 | May 11, 1921 | Chronic nephritis | 1500 | Fannie Buttery, w. |
| 483 | A. A. Elliott | 56 | 5 | Oct. 25, 1904 | April 20, 1921 | Heart disease | 3000 | Inez Frank, s-in-l |
| 484 | A. F. Norbury | 66 | 865 | Aug. 21, 1899 | May 1, 1921 | Myocarditis | 3000 | Hattie M. Norbury, w. |
| 485 | Robt. Moran | 43 | 319 | Feb. 16, 1920 | May 24, 1921 | Appendicitis | 1500 | Annie Moran, w. |
| 486 | Geo. W. Johnston | 35 | 180 | Jan. 2, 1910 | May 21, 1921 | Heat prostration | 3000 | Alice A. Johnston, w. |
| 487 | Arthur M. Donnelly | 36 | 304 | July 20, 1919 | May 14, 1921 | Septicemia | 1500 | Gayle M. Donnelly, w. |
| 488 | Edw. H. Hardie | 46 | 46 | May 11, 1905 | May 17, 1921 | Cerebral hemorrhage | 1500 | Louise C. Hardie, w. |
| 489 | Alfred E. Vuagniaux | 54 | 6 | May 30, 1907 | May 26, 1921 | Bright's disease | 3000 | Wife and Children. |
| 490 | John M. Phoenix | 45 | 559 | Mar. 20, 1905 | May 29, 1921 | Coronary Thrombosis | 3000 | Mrs. Z. Phoenix, w. |
| 491 | W. D. Vallandigham | 41 | 101 | Jan. 7, 1906 | May 15, 1921 | Carcinoma | 4500 | Lillie M. Valland g.m.w. |
| 492 | John E. Park | 59 | 85 | Nov. 22, 1892 | May 28, 1921 | Heart disease | 3000 | Eugena I. Park, w. |
| 493 | J. D. Kealar | 57 | 786 | May 14, 1911 | May 10, 1921 | Left eye removed | 1500 | Self. |
| 494 | P. J. Conley | 72 | 474 | Dec. 28, 1885 | May 16, 1921 | Arterio sclerosis | 3000 | Charlotte Conley, w. |
| 495 | O. L. Hansen | 54 | 372 | Feb. 20, 1902 | May 7, 1921 | Myocarditis | 750 | Anna B. Hansen, w. |
| 496 | P. J. Conroy | 52 | 262 | Jan. 13, 1901 | May 21, 1921 | Spinal meningitis | 4500 | Children. |
| 497 | W. G. Mason | 75 | 219 | Sept. 13, 1887 | May 31, 1921 | Blind left eye | 3000 | Self. |
| 498 | W. E. Pearson | 47 | 475 | Feb. 25, 1914 | April 24, 1921 | Killed | 3000 | Fanny E. Pearson, w. |
| 499 | Harry L. Hamilton | 49 | Oct. 15, 1907 | May 6, 1921 | Pulmonary oedema | 1500 | Rose A. Hamilton, w. | |
| 500 | Mark V. Cassin | 45 | 128 | June 21, 1908 | May 6, 1921 | Lobar pneumonia | 1500 | Children. |
| 501 | Geo. H. Lefever | 45 | 74 | Nov. 22, 1917 | May 17, 1921 | Acute dilatation of heart | 1500 | Susan M. Lefever, w. |
| 502 | John T. O'Donnell | 48 | 708 | Nov. 3, 1914 | May 29, 1921 | Killed | 3000 | Wife and Mother |
| 503 | G. E. Kelley | 54 | 45 | Mar. 27, 1905 | May 31, 1921 | Septicemia | 3000 | Virginia Kelley, m. |
| 504 | R. J. Hendricks | 37 | 773 | Mar. 31, 1914 | May 19, 1921 | Tuberculosis | 3000 | Kate Hendricks, m. |
| 505 | Jacob R. Hoopes | 69 | 45 | Oct. 8, 1893 | May 22, 1921 | Carcinoma of stomach | 1500 | Children. |
| 506 | Chas. A. Bailey | 44 | 69 | Oct. 21, 1919 | May 26, 1921 | Cerebral hemorrhage | 3000 | Jessie Bailey, w. |
| 507 | Geo. L. G. Sutherland | 61 | 1 | Aug. 24, 1909 | May 22, 1921 | Carcinoma of throat | 1500 | Janet I. Sutherland, w. |
| 508 | G. W. Broome | 32 | 85 | Oct. 19, 1913 | May 30, 1921 | Left leg amputated | 4500 | Self. |
| 509 | Jos. G. Hynes | 54 | 428 | July 6, 1893 | May 18, 1921 | Apoplexy | 3000 | Mary Hynes, w. |
| 510 | A. A. Kelly | 57 | 140 | May 29, 1892 | May 24, 1921 | Arterio sclerosis | 3000 | Daughter and Son. |
| 511 | C. E. Barton | 60 | 180 | Sept. 1, 1903 | May 24, 1921 | Pneumonia | 750 | Josephine Barton, w. |
| 512 | F. M. Lough | 58 | 593 | July 1, 1903 | April 29, 1921 | Pneumonia | 750 | Mattie B. Lough, w. |
| 513 | G. J. Garrison | 39 | 360 | Mar. 10, 1918 | May 30, 1921 | Pulmonary tuberculosis | 1500 | Anna D. Garrison, w. |
| 514 | John W. Souders | 77 | 30 | Jan. 19, 1891 | June 5, 1921 | Cerebral hemorrhage | 4500 | Wife and Children. |
| 515 | Arthur R. Boone | 53 | 858 | Dec. 3, 1901 | May 12, 1921 | Killed | 1500 | Sarah A. Jones, w. |
| 516 | Robt. Jones, Jr. | 56 | 626 | April 22, 1891 | June 8, 1921 | Heart disease | 4500 | Daughters |
| 517 | Edw. Cooley | 72 | 419 | Oct. 18, 1887 | June 9, 1921 | Chronic myocarditis | 4500 | |

| No. of Asst | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Amt. of Ins. | To Whom Payable |
|-------------|--------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|--------------------------|
| 518 | Wm. H. Barnett | 49 | 84 | Mar. 10, 1907 | June 9, 1921 | Diabetes | 3000 | Callia L. Barnett, w. |
| 519 | Hugo Siefker | 40 | 39 | May 27, 1907 | June 8, 1921 | Killed | 3000 | Anna C. Siefker, w. |
| 520 | A. W. Fox | 62 | 280 | Mar. 1, 1892 | June 7, 1921 | Acute endocarditis | 3000 | Lucy K. Fox, w. |
| 521 | H. A. Laswell | 58 | 154 | Feb. 7, 1887 | June 3, 1921 | Myocarditis | 1500 | Emma P. Laswell, w. |
| 522 | J. J. Winnon | 41 | 140 | Feb. 25, 1906 | June 2, 1921 | Killed | 3000 | Alice M. Winnon, w. |
| 523 | Chas. E. Sagie | 58 | 404 | Nov. 4, 1891 | June 1, 1921 | Cirrhosis of liver | 3000 | Anna R. Sagie, w. |
| 524 | Chas. Hays | 49 | 496 | May 24, 1903 | June 3, 1921 | Diabetes | 1500 | Corra E. Hays, w. |
| 525 | C. K. Taliafuro | 61 | 595 | July 22, 1901 | May 31, 1921 | Cystitis uremia | 1500 | Florence Taliafuro, w. |
| 526 | Geo H. Whitmore | 45 | 683 | Mar. 23, 1913 | June 8, 1921 | Killed | 1500 | Madeline F. Whitmore, w. |
| 527 | John S. Sipe | 64 | 370 | April 15, 1895 | May 29, 1921 | Apoplexy | 1500 | Catherine Sipe, w. |
| 528 | Geo. L. Burgan | 68 | 815 | Mar. 23, 1893 | May 30, 1921 | Angina pectoris | 1500 | Nellie C. Burgan, w. |
| 529 | W. M. Woodall | 43 | 719 | July 15, 1907 | April 30, 1921 | Killed | 1500 | Maggie Woodall, w. |
| 530 | A. K. Spencer | 62 | 309 | July 21, 1896 | Dec. 19, 1919 | Heart disease | 1500 | Alice Spencer, s. |
| 531 | E. Van Vechten | 82 | 77 | Jan. 11, 1886 | May 23, 1921 | Cerebral apoplexy | 3000 | Children. |
| 532 | Jos. Pennepacker | 59 | 45 | Aug. 11, 1891 | May 23, 1921 | Organic heart disease | 1500 | Laura Pennepacker, w. |
| 533 | Fred Goddard | 56 | 558 | Nov. 4, 1900 | April 28, 1921 | Killed | 3000 | Adelaide Goddard, w. |
| 534 | R. J. McDonald | 56 | 19 | Nov. 29, 1900 | May 2, 1921 | Hemiplegia | 1500 | Anna T. McDonald, w. |
| 535 | Chas. W. F. Kipp | 47 | 657 | June 3, 1914 | May 10, 1921 | Left leg amputated | 1500 | Self. |
| 536 | Roy Kineade | 35 | 847 | Nov. 16, 1910 | May 15, 1921 | Diabetes | 1500 | Hannah Morely, Af. w. |
| 537 | W. F. Foizey | 55 | 636 | Dec. 11, 1904 | May 20, 1921 | Ptomaine poisoning | 1500 | Mary E. Foizey, w. |
| 538 | J. D. Vantwood | 69 | 536 | Jan. 26, 1897 | May 22, 1921 | Arterio sclerosis | 3000 | Susan Vantwood, w. |
| 539 | Chas. E. Clare | 56 | 489 | July 31, 1905 | May 22, 1921 | Chronic endocarditis | 3000 | Josie H. Clare, w. |
| 540 | Jas. P. King | 50 | 77 | June 8, 1902 | May 25, 1921 | Valvular heart disease | 1500 | Annie H. King, m. |
| 541 | J. A. Thompson | 74 | 490 | Jan. 21, 1891 | May 25, 1921 | Myocarditis | 3000 | Children. |
| 542 | Albert H. Ham | 59 | 61 | Aug. 12, 1901 | May 23, 1921 | Hemorrhage | 750 | Anna T. Ham, w. |
| 543 | H. F. Nelson | 68 | 458 | Nov. 25, 1892 | May 29, 1921 | Carcinoma of kidney | 1500 | Chas. A. Nelson, B. |
| 544 | L. W. Bates | 49 | 177 | July 12, 1902 | May 31, 1921 | Diabetic coma | 4500 | Wife and Children. |
| 545 | J. A. Wolverton | 53 | 622 | May 16, 1903 | May 31, 1921 | Heart disease | 1500 | Clara Wolverton, w. |
| 546 | S. F. Bennett | 60 | 835 | Nov. 11, 1890 | June 3, 1921 | Pneumonia | 3000 | Anna M. Bennett, w. |
| 547 | Bruce A. Stinemetz | 58 | 741 | Aug. 5, 1906 | June 6, 1921 | Heart disease | 3000 | Est'la M. Stinemetz, w. |
| 548 | L. V. Sheedy | 54 | 204 | April 19, 1920 | June 6, 1921 | Heart Disease | 1500 | Valeda D. Sheedy, w. |
| 549 | Chas. W. Franks | 56 | 488 | Nov. 28, 1898 | June 6, 1921 | Ataxic paraplegia | 1500 | Mary I. Franks, w. |
| 550 | Louis Shappy | 56 | 330 | Sept. 11, 1904 | June 6, 1921 | Arterio sclerosis | 1500 | Roseana Shappy, w. |
| 551 | F. B. Florin | 63 | 332 | Aug. 26, 1907 | June 9, 1921 | Aortic aneurism | 1500 | Sallie E. Florin, w. |
| 552 | L. L. Wetzi | 55 | 155 | July 4, 1915 | June 9, 1921 | Myocarditis | 1500 | Mayme Wetzi, D. |
| 553 | James McDevitt | 70 | 353 | July 12, 1900 | June 10, 1921 | Myocarditis | 1500 | Catharine McDevitt, w. |
| 554 | H. J. Giles | 43 | 448 | June 22, 1913 | June 10, 1921 | Left eye removed | 3000 | Self. |
| 555 | T. E. Phipps | 59 | 473 | Oct. 10, 1910 | June 11, 1921 | Bright's disease | 1500 | Margaret Phipps, w. |
| 556 | J. W. Whalen | 72 | 361 | May 27, 1892 | June 12, 1921 | Carcinoma of stomach | 3000 | Elizabeth E. Whalen, w. |

Total number of Death Claims.....91

Total amount of claims, \$222,000.00

Total number of Disability Claims..... 6 } 97

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If anyone can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, beneficiary of our late Brother, J. F. Conrad; amount due, \$464.04.
 Mary Agnes Hayes, beneficiary of our late Brother, Wm. E. Hayes; amount due, \$732.00.

James Powers, beneficiary of our late Brother, Michael Powers; amount due, \$136.37.
 Mrs. Laura Thorp, beneficiary of our late Brother, F. B. Reynolds; amount due, \$1500.
 Mrs. J. A. Tanner, beneficiary of our late Brother, H. M. Robinson; amount due, \$1500.
 Jennie Showers, beneficiary of our late Brother, S. E. Ferguson; amount due, \$1436.50.
 John McGinnis, beneficiary of our late Brother, W. J. Kelley; amount due, \$1337.52.
 Henry Hein, beneficiary of our late Brother, John Hein; amount due, \$1481.40.

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1867, 1869, 1878, 1879, 1881, 1883, we would like to purchase them.

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

Statement of Membership

For May, 1921

| | | | | | | |
|-----------------------------------------------------------------------------|--------|---------|---------|---------|---------|---------|
| Classified represents | \$ 750 | \$1,500 | \$2,250 | \$3,000 | \$3,750 | \$4,500 |
| Total membership April 30th | 1,232 | 54,257 | 99 | 24,062 | 4 | 5,603 |
| Applications and reinstatements received during the month | ..... | 223 | ..... | 139 | ..... | 35 |
| Total | 1,232 | 54,230 | 99 | 24,202 | 4 | 5,638 |
| From which deduct certificates terminated by death, accident or otherwise.. | 1 | 179 | ..... | 49 | ..... | 15 |
| Total membership May 31st | 1,231 | 54,301 | 99 | 24,152 | 4 | 5,623 |
| Grand Total | ..... | ..... | ..... | ..... | ..... | 85,460 |

Mortuary Expense Fund

| | | |
|-----------------------------------|----------------------|-----------------|
| Balance on hand May 1, 1921..... | \$ 110,658.74 | |
| Bonds | | 18,124.44 |
| Received from fees | \$ 505.27 | |
| Received from 2% | 5,244.68 | |
| | <u>\$ 5,749.95</u> | <u>5,749.95</u> |
| Total | \$ 129,533.13 | |
| Expense for May | 6,964.72 | |
| Balance on hand May 31, 1921..... | \$ 122,568.41 | |

Special Mortuary Fund

| | | |
|------------------------------------|---------------------|------------------|
| Balance on hand May 1, 1921..... | \$ 712,869.73 | |
| Bonds | | 1,549,025.56 |
| Received in May | \$ 28,223.67 | |
| Interest from Bonds and Bank | 6,027.43 | |
| | <u>\$ 34,251.10</u> | <u>34,251.10</u> |
| Balance on hand May 31, 1921..... | \$2,296,146.39 | |

Indemnity Claim Fund

| | | |
|-----------------------------------|----------------------|-----------------|
| Balance on hand May 1, 1921..... | \$ 219,911.22 | |
| Premium received | \$ 6,492.32 | |
| Interest from Bank | 739.29 | |
| | <u>\$ 7,231.61</u> | <u>7,231.61</u> |
| Total | \$ 227,142.83 | |
| Paid in claims | 27,703.02 | |
| Balance on hand May 31, 1921..... | \$ 189,439.81 | |

Indemnity Expense Fund

| | | |
|-----------------------------------|---------------------|---------------|
| Balance on hand May 1, 1921..... | \$ 34,715.69 | |
| Received from fees | \$ 2.99 | |
| Received from 5% | 341.69 | |
| | <u>\$ 344.68</u> | <u>344.68</u> |
| Total | \$ 35,060.37 | |
| Expense for May | 1,104.13 | |
| Balance on hand May 31, 1921..... | \$ 33,956.24 | |

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, 1126 ENGINEERS' BUILDING, CLEVELAND, OHIO, and it will receive prompt attention.

THE B. of L. E. JOURNAL**OLD ADDRESS**

Name

Division Number

Box or Street No.

P. O. State

NEW ADDRESS

Box or Street No.

P. O. State

Bro. T. F. McNamara, member of Div. 290.

Middletown, N. Y., May 14, acute indigestion, Bro. Wm. C. McAloon, member of Div. 292.

Scranton, Pa., May 2, diabetes, Bro. Richard W. Kave, member of Div. 311.

Atlanta, Ga., June 2, Bright's disease, Bro. J. W. Swinny, member of Div. 323.

Pittsburgh, Pa., Feb. 2, rheumatism of heart, Bro. J. E. Larkin, member of Div. 325.

St. Albans, Vt., June 6, chronic nephritis, Bro. L. Shappy, member of Div. 330.

Montgomery, Ala., Bro. F. B. Florin, member of Div. 332.

Manchester, N. H., May 5, endocarditis, Bro. W. H. Bryant, member of Div. 335.

Philadelphia, Pa., June 10, heart failure, Bro. Jas. McDevitt, member of Div. 353.

Toledo, Ohio, March 23, dropsy, Bro. R. L. Evens, member of Div. 360.

Louisville, Ky., May 16, gall poisoning, Bro. Geo. Heffner, member of Div. 365.

Pittsburgh, Pa., May 29, apoplexy, Bro. John S. Sipe, member of Div. 370.

Colville, Wash., May 7, myocarditis, Bro. Ole L. Hansen, member of Div. 372.

Salisbury, Md., Jan. 7, heart failure, Bro. W. R. Baker, member of Div. 374.

Fort Madison, Iowa, May 10, Bright's disease, Bro. James Frew, member of Div. 391.

Duluth, Minn., June 5, acute indigestion, Bro. Henry H. Scobie, member of Div. 395.

Los Angeles, Cal., May 21, abscess of stomach, Bro. H. H. Holmes, member of Div. 398.

Aurora, Ill., June 1, hardening of liver, Bro. Chas. E. Sagle, member of Div. 404.

Lebanon, Pa., Jan. 10, pneumonia, Bro. Robt. R. Malsberger, member of Div. 414.

Roseville, Cal., May 10, heart failure, Bro. C. B. Abell, member of Div. 415.

Peoria Ill., May 15, acute indigestion, Bro. George M. Long, member of Div. 417.

Brooklyn, N. Y., June 9, acute Bright's disease, Bro. Ed. Cooley, member of Div. 419.

Buffalo, N. Y., May 11, heart failure, Bro. E. K. Woodford, member of Div. 421.

Jersey Shore, Pa., March 18, heart trouble, Bro. J. J. Edsall, member of Div. 424.

Jersey Shore, Pa., May 23, cancer, Bro. A. G. C. Miller, member of Div. 424.

St. Louis, Mo., May 18, apoplexy, Bro. Joseph G. Hynes, member of Div. 428.

Cumberland, Md., May 10, operation, Bro. W. E. Fazenbaker, member of Div. 437.

Toledo, Ohio, June 10, myocarditis, Bro. Alfred Hart, member of Div. 457.

Chicago, Ill., May 29, cancer, Bro. H. F. Nelson, member of Div. 458.

Harrisburg, Pa., May 18, double pneumonia, Bro. Warren C. Leib, member of Div. 459.

Nashville, Tenn., June 11, Bright's disease, Bro. T. E. Phipps, member of Div. 473.

St. Paul, Minn., May 16, paralysis and old age, Bro. P. J. Conley, member of Div. 474.

Smithville, Texas, June 9, killed, Bro. Burrell J. Stafford, member of Div. 475.

Smithville, Texas, June 8, cancer, Bro. W. T. Flint, member of Div. 475.

Grand Junction, Colo., June 6, paralysis, Bro. C. W. Franks, member of Div. 488.

Sioux City Iowa, May 25, old age, Bro. John Thompson, member of Div. 490.

Bonham, Texas, June 3, diabetes, Bro. Chas. Hays, member of Div. 496.

Watersmeet, Mich., May 22, apoplexy, Bro. J. D. Vantwood, member of Div. 536.

Little Rock, Ark., May 9, dropsy, Bro. J. M. Finley, member of Div. 554.

Proctor, Minn., May 29, neuritis, Bro. J. M. Phoenix, member of Div. 559.

Laurium, Mich., March 28, stomach trouble, Bro. Dennis Shea, member of Div. 564.

Sapulpa, Okla., March 6, tuberculosis, Bro. Geo. L. Lewis, member of Div. 578.

Mulgrave, N. S., June 14, appendicitis, Bro. Ronald McIsaac, member of Div. 586.

Punxsutawney, Pa., Feb. 28, heart failure, Bro. P. J. Nolan, member of Div. 619.

Butler, Pa., June 7, blood poisoning, Bro. Robt. Jones, member of Div. 626.

Cleburne, Texas, May 20, ptomaine poison, Bro. W. F. Foizley, member of Div. 636.

Oelwein, Iowa, March 1, gangrene, Bro. John W. Ayers, member of Div. 670.

Hammond, Ind., April 28, heart failure, Bro. F. A. Bull, member of Div. 682.

Chicago, Ill., June 8, killed, Bro. Geo. A. Whitmore, member of Div. 683.

Binghamton, N. Y., May 17, pneumonia, Bro. Samuel Wilcox, member of Div. 709.

Columbus Ohio, June 6, organic heart disease, Bro. Bruce A. Stinemetz, member of Div. 741.

Cleveland, Ohio, April 26, diabetes, Bro. W. King, member of Div. 745.

Glenwood, N. Y., May 15, dilatation of heart, Bro. John Rigney, member of Div. 752.

High Springs, Fla., May 24, heart failure, Bro. C. L. Hopkins, member of Div. 770.

Stockton, Cal., May 19, tuberculosis, Bro. R. J. Hendricks, member of Div. 773.

Etowah, Tenn., May 20, killed, Bro. J. C. Hurtt, member of Div. 782.

Knoxville Tenn., May 19, killed, Bro. T. H. Glenn, member of Div. 782.

Savannah, Ga., May 19, killed, Bro. A. E. Rogers, member of Div. 803.

Blue Island, Ill., May 30, heart trouble, Bro. G. S. Burgan, member of Div. 815.

Chicago, Ill., May 29, stroke, Bro. John Murphy, member of Div. 815.

Auburn, Wash., June 22, drowned, Bro. Geo. W. Colby, member of Div. 833.

Wichita Falls, Texas, June 3, operation, Bro. Samuel T. Bennett, member of Div. 835.

Seattle, Wash., June 7, heart failure. Bro. E. W. Hamilton, member of Div. 836.

Watrous, Sask., May 15, diabetic coma. Bro. V. R. Kincade, member of Div. 847.

Pine Bluff, Ark., May 12, killed, Bro. A. R. Boone, member of Div. 858.

Los Angeles, Cal., April 30, heart trouble, Bro. A. F. Norbury, member of Div. 865.

Brooklyn, N. Y., May 4, killed, Bro. John Long, member of Div. 868.

REINSTATEMENTS

| <i>Into Div.</i> | <i>Into Div.</i> |
|---------------------|---------------------|
| 86—W. T. Wray | 501—O. D. Ball |
| 101—P. C. Bobbitt | 574—J. E. Mullinix |
| 196—E. A. Comfort | 594—Meyers Petersen |
| 215—J. E. Betterton | 601—B. Bissett |
| W. F. Mahoney | 613—L. Peterson |
| 225—W. A. Seck | 636—H. O. Sampson |
| 232—S. F. Caruso | 735—R. H. Bonk |
| 277—J. B. Ward | M. W. Woodward |
| 282—W. A. Bone | |
| 325—R. E. Lynch | 827—J. C. Messer |
| 370—James Hanna | 848—Alex. Anderson |
| 409—J. C. Carpenter | |
| 422—Henry Yantis | |

WITHDRAWALS

| <i>From Div.</i> | <i>From Div.</i> |
|---------------------|------------------|
| 124—Guy W. Hawk | 810—C. A. Smith |
| 295—George Bond | 814—F. B. Haynes |
| 725—Walter Bal-sins | |

EXPELLED

Non-Payment of Dues

| <i>From Div.</i> | <i>From Div.</i> |
|-----------------------|---------------------|
| 143—Chester A. Logan | 668—J. C. Steel |
| 367—Edward E. Whipple | 813—E. A. VanDorn |
| 426—George Many | 835—W. A. Boyd |
| 442—T. G. Anderson | C. E. Roy |
| 545—F. G. Briggs | H. A. Studer |
| 549—S. Osmundson | 855—J. Higginbottom |
| 616—R. R. Rush | 869—W. E. Moffield |

EXPELLED

For Other Causes

| <i>From Div.</i> |
|---------------------------------------------------|
| 14—Lewis M. Schriver, forfeiting insurance. |
| 45—Geo. S. Bean, forfeiting insurance. |
| —D. L. Tennison, forfeiting insurance. |
| —H. J. Desoe, forfeiting insurance. |
| —J. A. Jones, M. F. Valley, forfeiting insurance. |
| 39—Austin Bass, forfeiting insurance. |
| 40—C. A. Butler, forfeiting insurance. |
| 254—F. J. Wilkey, violation of obligation. |
| 267—J. C. Thompson, forfeiting insurance. |
| 317—Samuel McL. Estes, forfeiting insurance. |
| 323—B. E. Jackson, forfeiting insurance. |
| 331—H. E. Mathews, non-attendance. |

368—J. A. Smith, unbecoming conduct.

370—C. P. Bowst, G. R. Strachan, forfeiting insurance.

406—G. F. Altmeyer, Robt. A. Hillman, forfeiting insurance.

462—C. E. Spurlock, forfeiting insurance.

498—T. J. Douthart, violation of obligation.

580—Grant Smith, violation Sec. 51 Statutes.

581—Wm. Hachett, violation of obligation.

624—A. H. Cunning, forfeiting insurance.

682—C. D. Barker, E. B. White, forfeiting insurance.

717—Wm. Hensley, violation Sec. 51 Statutes.

790—Harry L. Petry, forfeiting insurance.

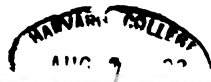
835—H. B. Chancellor, forfeiting insurance.

838—Chas. W. Smith, forfeiting insurance.

853—J. J. Anderson, forfeiting insurance.

ADMITTED BY TRANSFER CASES

| <i>Into Div.</i> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 28—F. G. Peterson, from Div. 642. |
| 45—Geo. G. Hamaker, H. W. Myera, from div. 104. |
| 156—J. L. Boarman, from Div. 215. |
| 187—W. F. Dewey, from Div. 574. |
| 200—Geo. Schrimper, from Div. 203. |
| 263—Arnold Luthold, from Div. 108. |
| 306—M. L. Graf, from Div. 735. |
| 361—S. W. Tandy, from Div. 829. |
| 400—G. A. Baker, from Div. 754. |
| 456—C. D. Maxey, from Div. 291. |
| 492—F. W. Rogers, from Div. 881. |
| 530—J. D. Fleetwood, W. H. Geer, from Div. 857. |
| 563—G. A. Hennessy, from Div. 821. |
| 587—Wm. DeBoer, from Div. 141. |
| 589—Chas. E. Payne, from Div. 77. |
| 614—W. A. Seck, from Div. 225. |
| J. L. Stewart, from Div. 273. |
| W. A. Frazier, from Div. 437. |
| Robt. Martin, from Div. 484. |
| F. A. Moyer, C. E. Radaker, from Div. 656. |
| 624—D. Marsh, from Div. 869. |
| 625—J. G. Stafford, from Div. 11. |
| 649—A. R. Mayson, from Div. 275. |
| H. A. Pettit, from Div. 803. |
| 660—A. W. Kraft, M. M. Tenesch, from Div. 766. |
| 689—A. H. Weir, from Div. 123. |
| 692—F. L. Hotchkiss, from Div. 773. |
| Thos. McKenna, from Div. 800. |
| 713—R. J. Irvin, from Div. 888. |
| 718—R. A. Deare, from Div. 443. |
| 735—Wm. F. Breitweiser, from Div. 293. |
| 736—W. L. Krohne, from Div. 574. |
| 752—C. E. Gilbert, from Div. 145. |
| 769—D. K. Walnwright, from Div. 140. |
| 795—J. H. Wolfe, from Div. 31. |
| 803—Frank Adkins, from Div. 256. |
| 869—J. B. Marron, from Div. 624. |
| 876—J. C. Martin, from Div. 360. |
| 878—S. A. Allison, from Div. 855. |
| 890—C. C. Gillies, J. M. Riley, from Div. 488. |
| H. W. Clark, Robt. Crosbie, Geo. Crum, D. Gallagher, W. G. Goss, Chas. F. Johnson, J. H. Johnson, W. B. McKelvey, B. O. Pumphrey, R. Ratliff, G. P. Stevenson, J. Stevenson, F. E. Wilson, from Div. 713. |



LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

The Labor Spy
By Sidney Howard

Mr. H. S. Peters Addresses The Convention

Brotherhood Pledges Support to Stamp Out
Disease

Insurance Laws Changed by Third Triennial
Convention

By C. E. Richards, Gen'l Sec. & Treas.

The 12 Hour Day
By F. J. Bailey

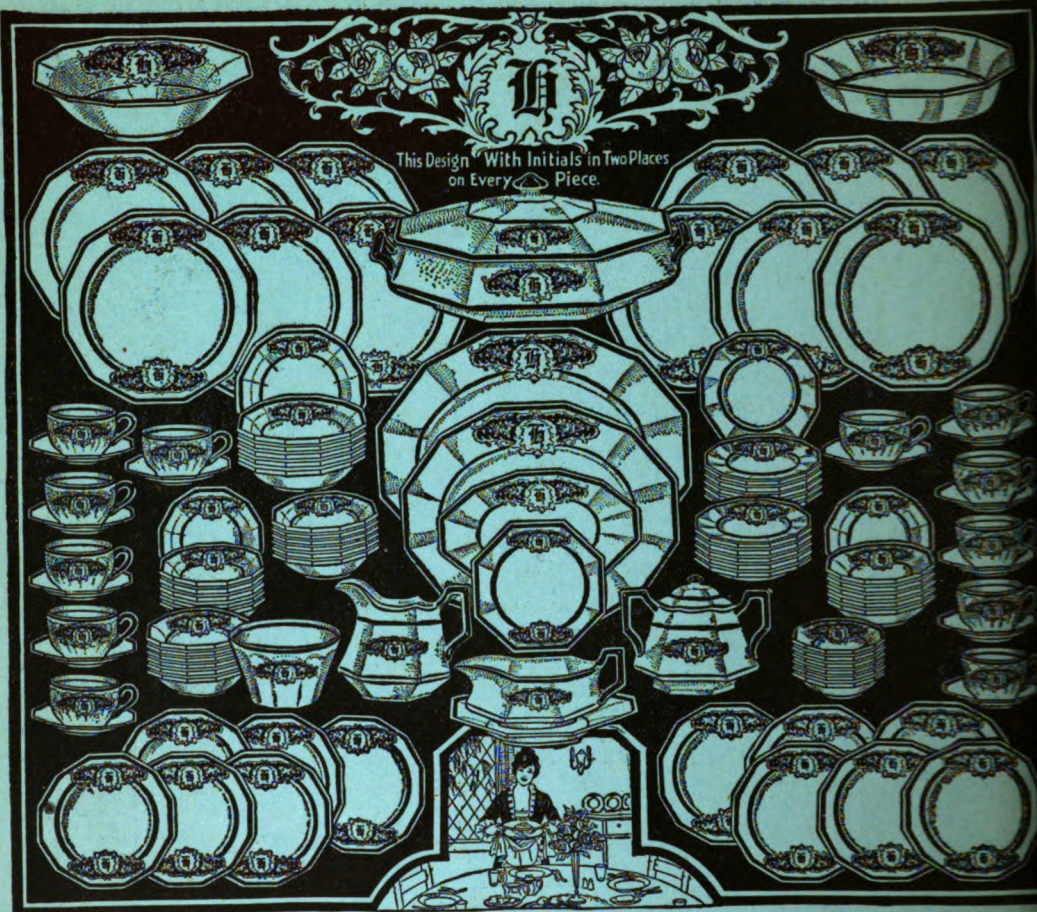
McArthur Cartoons

Published Monthly at 19th and Grand Ave., Des Moines, Iowa

VOL. 55

AUGUST 1921

NO. 8



This Superb 110-piece Set, with initial in 2 places in wreath with 5-color decorations on every piece and gold covered handles, consists of:
 12 Dinner Plates, 9 inches
 12 Breakfast Plates, 7 inches
 12 Cups
 12 Saucers

12 Soup Plates, 7 1/2 inches
 12 Cereal Dishes, 6 inches
 12 Fruit Dishes, 5 1/2 inches
 12 Individual Bread and Butter Plates, 6 1/2 inches
 1 Platter, 13 1/2 inches

1 Platter, 11 1/2 inches
 1 Celery Dish, 8 1/2 inches
 1 Sauce Boat Tray, 7 1/2 inches
 1 Butter Plate, 6 inches
 1 Vegetable Dish, 10 1/2 inches, with lid (2 pieces)

1 Deep Bowl, 8 1/2 inches
 1 Oval Baker, 9 inches
 1 Small Deep Bowl, 5 inches
 1 Gravy Boat, 7 1/2 inches
 1 Creamer
 1 Sugar Bowl with cover (2 pieces)

Brings 110-Piece Gold Decorated Martha Washington Dinner Set

Send only \$1 and we ship the full set—110 pieces. Use it 30 days. Then if not satisfied, return them and we refund your \$1 and pay transportation charges both ways. If you keep them, take nearly a year to pay on easy terms.

Your Initial in 2 Places on Every Piece—5-Color Floral Decorations and Gold

Wonderful artistic effect is given by the wreath and rich design surrounding the initial. The one initial appears in 2 places on every piece.

All Handles Covered with Gold
 Every handle is covered with polished gold. Shipping weight about 90 lbs.

Order No. 326CCMA15. Bargain price, \$34.65. Pay \$1 now, \$3 monthly.

HARTMAN Furniture & Carpet Co.
 3913 Wentworth Ave., Dept. 3610, Chicago, Ill.
 Copyright, 1921, by Hartman's, Chicago

FREE
 Bargain Catalog

392 pages of bargains in furniture, rugs, stoves, silverware, washing machines, kitchen ware, gas engines and cream separators, etc.—all on our easy terms—30 days FREE trial. Post card or letter brings it FREE.

"Let Hartman Feather Your Nest"

HARTMAN
 3913 Wentworth Avenue
 Dept. 3610
 Chicago, Ill.

I enclose \$1.00. Send 110-piece Golden Martha Washington Dinner Set No. 326CCMA15. I have 30 days' free trial. If not satisfied, with it back and you will refund my \$1.00 and pay transportation charges both ways. If I keep it, I pay \$3.00 per month until full price, \$34.65. Title remains with you until final payment is made.

Name.....
 Street Address.....
 R. F. D..... Box No.....
 Town..... State.....
 Occupation..... Color.....
 Give Initial Wanted (Any One Letter).....

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

HARVARD COLLEGE
AUG 7 1922
LIBRARY

LOCOMOTIVE ENGINEERS JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917. Authorized on June 29, 1918.

Published Monthly at 19th and Grand Ave., Des Moines, Iowa, by the E. of L. E.
C. H. SALMONS, Editor and Manager 1124 B. of L. E. Building, Cleveland, Ohio

Volume 55

AUGUST 1921

Number 8

The Labor Spy

INTRODUCTION

I

Mr. Howard's material is selected from a voluminous report which he submitted to me in October, 1920, embodying investigations made by him and by Mr. Robert Dunn during the previous summer. The expense of collecting these data was met from a fund for industrial research established under the will of my brother, Charles M. Cabot.

My own interest centers in the protection and increase of well founded mutual confidence, domestic, professional, educational, social, industrial, political and international. Whatever makes individuals, groups or governments distrust each other, weakens their common action and makes them potentially enemies. Of course such distrust, such tacit or outspoken enmity is sometimes unavoidable. I cannot well trust the burglar whom I see escaping with my property, or the nation which has just violated its own treaty-agreements. But this distrust is nevertheless an evil and potentially the seed of greater evils, of mutual misinterpretation, hatred and war.

Suspicion therefore seems to me something that should everywhere be destroyed so far as this is possible. *Delenda est suspicio.* Confirm it or disprove it but in any case end it if possible. Acute suspicion may be necessary. Chronic suspiciousness is a needless and loathsome disease.

II

The enemies of good will, the fomenters of mutual suspicion are therefore to be recognized and treated as public enemies by us all, especially when they are apt, as in the present instance, to be discovered by almost everyone of us within his own breast. For the labor spy is only an offshoot of the deep human tendency to spy on others we think we need information not otherwise to be secured. Where, then, does the labor spy belong in the social structure? Is he a helpful pacificator, a useful soothing syrup for industrial disturbances? Is he a genuine but necessary evil? Or is he a social disease to be eradicated as soon as possible?

Mr. Howard has shown that the labor spy is nothing new though few have as yet had reason to feel his presence. Sometimes he is defended as if he were simply a recording device like a cash register, blameless and impersonal, bringing truth to light, (where it belongs), the enemy of no honest man. Again we hear of him as merely the guardian of property, a policeman or as a detective seeking out crime, bringing the law breaker to justice. Surely all these characters are praiseworthy and beneficial, deserve no epithet of opprobrium. The cash register, the policeman, the night watchman, the detector of crime are valuable in the world as we find it. They tend to quench or to prevent suspiciousness rather than to encourage it. They help to maintain

and to spend confidence, public and private.

But from all these the labor spy is to be distinguished:

1. He is secret. They (except the detective) are public.

We all see and hear the cash register. That is why it works. The policeman and the night watchman are recognized for what they are. We know what they are there for and everyone but the criminal approves. But the labor spy, the "under cover agent," works in the dark. If he were as public as a policeman or a foreman, he could not find employment.

2. He shadows people who are not even suspected of any crime and thus he differs from the ordinary detective. Criminals and those under just and reasonable suspicion of crime may properly be watched as if they had made war on society. War methods, espionage or force, seem as justifiable against them as against a predatory nation. But the labor spy is not ordinarily engaged to track down criminals. The workmen whom he watches are not as a rule even suspected of any violation of law. They are making trouble often enough for their employers. They are disturbing industry perhaps, increasing discontent, urging a strike. But these acts are not crimes.

3. Since the criminal detective is to be feared only by those who have broken the law, he is but an occasional visitor. He finishes his job and goes. Most of us have no personal dealings with him and need hardly know of his existence outside books of fiction. But as labor unrest is nearly perpetual in our time, the laborer has perpetually at his elbow the fellow workman who may be a labor spy. This, as I see it, is one of the worst features of the labor spy system. It promotes widespread and perpetual suspicion. A workman cannot tell whom to trust. He cannot by law-abiding behaviour rid himself of the torment and degradation inherent in endless distrust of his fellows.

4 The labor spy is led into a treacherous more chronic and more deeply resented than that of any other spy, because his work is more continuous and because his victims have committed no crime and are planning none. Living and acting with the laborers as their

fellow workman, their fellow unionist, often their leader in trade union activities, the spy may be undiscovered for many months. But and when he is discovered, he takes away confidence for the future as well as for the present. There is no knowing where to find him or how to get rid of him. *Because of him all men are suspected*, and intense bitterness is aroused against employers, the innocent and the guilty alike.

III

Obviously enough spying, as a war measure used in time of peace, is by no means confined to industry. Teachers sometimes spy on their pupils, parents on their children, social workers on their clients. In defense of this it can always be truly said that we cannot get the real facts in any other way. I know, for example, that some of my pupils cheat me in examinations. Without persuading some of them to "peach" on the rest, I cannot find out who is guilty. So I have to let the trouble go on. Many teachers and parents are in the same quandary. But few are willing to debauch children into betraying their comrades. Better to go without the information and the "efficiency" resulting than to get it in this way. The end does not justify the means.

As I see it, spying (outside war and law breaking) is just as bad morally in one field as in another. Almost everyone is tempted to use it sooner or later when important information cannot otherwise be secured. I was strongly tempted to use the spy system in getting information about labor spies. Doubtless Mr. Howard and Mr. Dunn could have secured much more convincing "exhibits" if we had been willing to spy on the spies.

The employer like the teacher, social worker and parent, is "up against it." He cannot get the facts he wants by honest, open methods and to go without these facts is not good business. But at present he does not seem to believe that by arousing such bitterness, deep and lasting among the men who know (or suppose) that they are spied upon, he is spreading hatred that will not soon be forgotten or lived down. To an outsider such animosity certainly doesn't look like good business in the long run.

The employees, as Mr. Howard has shown, use spies against their employ-

ers and counter spies against their employer's spies. But as one of the labor leaders has told me, the employee has not thus far been able to accomplish much by this procedure. I mention the fact only to make it clear that the employer has no monopoly of the spying business within industry. The whole matter seems to me not one of persons or classes but of a very widespread human tendency to go back to barbaric methods of deception and treachery and to break down the distinction between war, which we know is hell, and peace, which we have supposed to be something different.

The employer wants peace and harmony in his plants. Is he likely to get it by employing a warlike method, the spy system? He wants to keep radicals and extremists out of industry. But what could be better calculated to drive men to violence and unreason than the system which in Russia has produced assassination and revolution?

The spy system, like other forms of lying, often gets us out of trouble for a time. But in the long run I believe that like all lying it defats its own object and debases those who use it. For lies spread like contagious disease. They necessitate other lies to back them. They invade regions from which we meant to keep them out until at last the liar believes his own lies, until moreover the spy-employer is deceived by his own spies. Mr. Howard has shown how this actually occurs. Hired to cheat the employee, the spy finds it profitable to cheat his employer too, by fomenting strikes so that he may be hired to break them. This is all in the way of business for the labor spy, since he is in it only for money, and would not stay long in it if he had any scruples against dishonesty. Violence and the work of the *agent provocateur* seem the logical outcome of any spy system pursued for profit only.

The remedy as I see it is light. I do not believe that the labor spy system can stand the scrutiny of the public. When the nation realizes what is going on it will turn to other and less barbaric methods of dealing with industrial unrest.

RICHARD C. CABOT.

100 Per Cent Un-American

A FOREWORD BY

THE EDITORS OF THE NEW REPUBLIC

The material which follows this brief introduction is the digest of a report made under the auspices of the Cabot Fund for Industrial Research. The investigation was made by Mr. Sidney Howard for Dr. Richard C. Cabot, now Professor of Social Ethics in Harvard University. That part of the work which involved a direct approach of labor organizations was undertaken by Mr. Robert Dunn, Yale '18, and a member of the Amalgamated Textile Workers of America.

The lead for the investigation was supplied by Mr. William Hard's articles on espionage in Passaic which appeared in *The New Republic* last Spring. (Issues of April 7, 14, 21, 28, 1920.) The information amassed in the report to Dr. Cabot covers a much wider area, an area sufficiently large to establish a prima facie case for believing that the practice of industrial espionage is national in scope. Mr. Howard and his assistants uncovered the practice in the industrial centres of New York and New England, in Ohio and Michigan, in Chicago and in Milwaukee and in several smaller manufacturing towns. Direct information was amassed through manufacturers and from industrial detectives themselves, from court testimony and from the records of Congress. Many clues were supplied by the locals of unions, but curiously enough, Mr. Howard tells us, the national organizations of labor would not divulge material which the investigators knew them to possess. He tells us, also, that there were A. F. of L. officials who denied that industrial espionage exists.

That it exists with enormous ramifications no reader of that which follows will dispute. Industrial spying is a large industry, drawing its profits out of the perpetuation of suspicion between employer and employee. Remove suspicion, establish industrial relations on the basis of frank conference, as has been done in many industries, and the industrial spy loses his job. But where no conference exists, where employer and employee have no regular method of consultation, the spy appears as the real intermediary between capital and

labor. Industrial espionage is a substitute for democratic industrial relations, a sneaking, underhanded, poisonous, trouble-making, trouble-perpetuating substitute. It is to the hygiene of industry what drug addiction is to the hygiene of the individual, a temporary and illusive relief that produces more trouble than ever it can cure.

The industrial spy, by the very nature of his business, cannot permit confidence to grow up between the employer and employee. His earnings depend upon keeping the employer frightened, the men restless and suspicious. It is not surprising to find, as Mr. Howard shows, that industrial spies have played both sides against each other, and have been at the bottom of a great deal of the violence and corruption of industrial conflict. It is a system based on the negation of honor and good faith in human relationships, and is bound to breed dishonor and bad faith wherever it is introduced.

To any one who sincerely believes in a cooperative spirit between labor and capital, to any one who gives more than lip service to the American ideal, this vast, intricate, insinuating system of bad will, provocation, corruption and violence is an intolerable obstacle to industrial peace. The evidence here given is complete enough; it rests on sufficient documentary evidence, to call for federal investigation of the whole business, followed by strict legislation against the practice.

There is very little room, if any, for private espionage in a republic. It violates every sound tradition and every sound instinct of republican government. For it introduces into the inner circles of western life an attitude of mind that belongs to the intrigue and conspiracy of an Oriental court. There, where government is arbitrary and personal, espionage is the basis of administration. But here, we are supposed to have invented a substitute for arbitrary and personal government in the principle of representation and consultation, and there is no place for industrial espionage. Loyalty to American ideals is incompatible with this practice. It is 100 per cent un-American.

—THE EDITORS.

A Survey of Industrial Espionage BY SIDNEY HOWARD

I

NATURE AND SCOPE OF INDUSTRIAL ESPIONAGE

Espionage in industry is not a creditable institution, not one which it is agreeable to contemplate. Nevertheless, the employer's practice of setting spies to observe and inform on workers in factory and union has, now, every appearance of firm establishment. It has been developing inconspicuously these many years. Only an occasional indiscretion in this place or in that has ever brought it any measure of public attention. Its doings are still far from a state of ideal publicity, but recent labor disputes have so frequently encountered it, have dealt with it over so wide an area that it can no longer be considered in terms of locality, of individual industries or even of particular crises. It seems to have become something of a factor in American industry as a whole.

Because this general view of the practice and nature of industrial espionage is written for a public not always in the employer's confidence, it is well to begin at the beginning. Given an employer suddenly face to face with the probability of labor trouble in his plant, ignorant of the character and point of view of his employees, with no access to their plans, very fearful of their organization. The result is almost inevitable panic and the labor spy exists to exploit this panic. He capitalizes the employer's ignorance and prejudice and enters the plant specifically to identify the leaders of the labor organization, to propagandize against them and blacklist them and to disrupt and corrupt their union. He is under cover, disguised as a worker, hired to betray the workers' cause. Espionage in industry is not a credible institution, but it seems to go on very generally.

The labor press of the last few years is filled with the records of spies discovered in unions and expelled from them. This in any part of the country where industry thrives. A chief of the Railroad Brotherhoods says that he has not often known "a unit large enough to be called a meeting and small enough to exclude a spy." A year ago spies were discovered in Passaic, New

Jersey, in the mills of the American Woolen Company. At the very time of their exposure, the investigators of the steel strike were stumbling upon evidence of the practice around Pittsburgh. Spies and strike breakers figured in the street railway riots of Brooklyn and Denver last summer, in the brass strike of last spring in Waterbury, in St. Louis, in Chicago, in the Northwest, in California.

In December ten important officials of the labor unions of Akron, Ohio, were exposed as confessed and convicted spies of the Corporations Auxiliary Company, a concern whose business is the administration of industrial espionage. Last spring two similar corporations entered the courts of Philadelphia and left there a complete (and unpublished) record of their proceedings in the employ of the textile manufacturers of Philadelphia. From this record much of the present evidence has been derived. Detroit and Milwaukee have recently legislated against the operations of such corporations. Decidedly, industrial espionage must be the affair of the whole country. When the Commission on Industrial Relations examined the workers and employers of American industry, it found scarcely one who had not an admission to make or a story to tell of the workings of the industrial spy system.

It is strange that this business should have gained such a hold. It is strange that the employer should not reasonably suspect its effects. Though he propose only to relieve immediate labor difficulties by the destruction of a particular union, he may well accomplish very different ends. This labor spy, often unknown to the very employer who retains him through his agency, is in a position of immense strength. There is no power to hold him to truth telling. The employer who depends upon espionage rather than upon his own eyes is, in great measure, at the mercy of his spy. The very nature of the spy's business makes it necessary for him to do either of two things. He may falsify his reports or create, through his own influence upon the workers, a basis upon which to report the truth.

Wherefore we need not be surprised to find situations prearranged in the plant of a prospective client, strikes

prolonged rather than broken, rioters furnished by espionage agencies along with strike breakers, trouble fostered where peace has been. Mr. Coach of Cleveland, a leading industrial detective, buys the Columbus *Labor News* during the street railway strike in that city, and edits it to encourage the very agitation which he is being paid to break by the street railway company. In Minneapolis an industrial detective agency is caught working for both union and employer in the same strike. A spy brings to New York five hundred copies of the Communist Manifesto printed by the radical department of a detective company and distributes them about various organizations of workers. The Sherman Service officials of Chicago are indicted (and never tried) because they instruct their agents to "stir up as much bad feeling as you can possibly between the Italians and the Serbians. Spread data among the Serbians that the Italians are going back to work. Call up every question you can in reference to racial hatred between these two nationalities."

Furthermore, it is the boast and project of the industrial spy that he can corrupt a union out of existence. Says Mr. Coach of Cleveland: "I own every union in this town," which is to say that he controls the union executives. And there seems excellent reason to believe that this kind of control goes high in the ranks of union labor executives. It is a common plaint that American union leaders are not trustworthy. This kind of systematic corruption and demoralization cannot better the situation whatever claims be put forward in its defense. Labor leaders must be dealt with. Who fosters corruption must, in the end, deal with the corrupt.*

*According to the frank statement of President Ray of the Ray Detective Agency of Boston, the president, secretary and treasurer of the local ice man's union were, until quite recently, all in the employ of his agency. These spy-officials were able, among other activities, to engineer the union through a dance which left it \$500 in debt. This is a common disruption scheme. A former president of the Bay State Car-men's union was one of Ray's regular detectives. He has since gone west to establish an agency of his own.

Briefly, to retain a spy is to set, between employer and employee, a middle-man whose business it is to simulate the prejudice of the one against the right of the other, whose very livelihood depends upon the existence and continuance of trouble, whether real, imaginary or provoked. Industrial espionage is a curious substitute for industrial relations. In American industry it is an amazingly general and characteristic substitute and the evidence of its work is unbelievable and cannot be denied.

It is most amazing of all that employers should have thought it profitable. But the scale of organization of industrial espionage stifles any doubt of its scope. Only a tremendous clientele can justify it. It operates through the secret service departments of great corporations; the railroads, the United States Steel Corporation, the Western Union Telegraph Company and like corporations. It operates through the spy services of employers' associations; The National Erectors' Association, The National Manufacturers' Association, The National Founders' Association. Strike insurance companies maintain spy services. And, finally, a dozen vast detective organizations with branch offices in every manufacturing centre, together with hundreds of smaller local agencies, devote themselves exclusively to training and furnishing industrial spies, agents provocateurs, and strike breakers. It would be interesting to know how many men the business employs. One can only guess at thousands.

ENGINEERS AND CONCILIATORS

These industrial detectives prefer, nowadays, to be known variously as "Harmonizers and Conciliators," as "Service Corporations," as "Engineers—Commercial, Financial and Industrial." The original Pinkerton first discovered the possibilities of the detective in industry, and himself put agents to work in the long defunct Knights of Labor. Almost to a man the industrial detectives are one-time criminal detectives. Mr. Coach of Cleveland explains the change tersely. "There's more money in industry," he says, "than ever there was in crime."

The Pinkerton National Detective Agency carries on the industrial work of its founder through thirty-five branch

offices. The machine guns of Baldwin Felts fight the unions of Colorado and of West Virginia alternately. The Corporations Auxiliary Company, masquerading under a dozen different names, specializes at electing its agents to union office (as in Akron) and issue to its clients a bi-weekly bulletin of labor information gathered by undercover methods in every state in the country. The Thiel Detective Service Company, very old any very well established, furnishes spies to factories from the smallest Paterson silk plant to the immense producing organization of the Pierce Arrow Motor Car Company. William J. Burns maintains thirty-five branch offices, industrial and radical departments, and collects numerous thousands. Mr. R. J. Coach of Cleveland, who "owns every union in his town," will not admit that he has ever failed to crush a union and has, in at least one case, put ten thousand strike breakers into a single strike. Bergoff Brothers and Wadell of New York claim that they can raise the same number in seventy-two hours. Mooney and Boland in Chicago, the Gorton National Agency of the same city do business broadcast. Any city will list a dozen smaller corporations dedicated to the same service. Last, and, perhaps, most important, The Sherman Service Inc. buys pages of the *New York Times* to proclaim its doctrines of harmony in industry, has its employees exempted from the military draft, admits of no competitor, supplies its agents to the modest laboratories of Thomas A. Edison and to the hundred mills of the American Woolen Company, and pays, in a single year, an income tax of \$258,000.

THE INDUSTRIAL DETECTIVE SOLICITS BUSINESS

These brief quotations from letters of industrial detective agencies serve the end of illustrating the kind of promise which they hold forth to the client-employer in the hours of his need.

From Dunn's National Detective Agency, Detroit.

We are in a position to place in your plant, laborers, mechanics, clerks, bookkeepers, in fact people of any vocation to obtain information as to a forerunner of labor trouble.

We will furnish guards on very short notice, and will break in a way that will obviate the necessity of your being forced to use union or other employees not of your own choosing . . . From Murphy Secret Service, Detroit.

. . . The head of this agency having about as much use for a strike breaker as he would have for a thief.

We have the reputation of being several jumps ahead of the old style way of settling capital and labor difficulties, and we feel that anybody in business who allows his affairs to reach the labor strike stage, especially if operating on the open shop theory, is . . . behind the time.

From Robert J. Foster, Foster Service, 236 Fifth Avenue, New York.

First:—I will say that if we are employed before any union or organization is formed by the employees, there will be no strike and no disturbance. This does not say that there will be no unions formed, but it does say that we will control the activities of the union and direct its policies provided we are allowed a free hand by our clients.

Second:—If a union is already formed and no strike is on or expected to be declared within thirty or sixty days, although we are not in the same position as we would be in the above case, we could—and I believe with success—carry on an intrigue which would result in factions, disagreement, resignations of officers and a general decrease in membership; and, if a strike were called, we would be in a position to furnish information etc., of contemplated assaults.

From Schindler, Inc., 149 Broadway, New York.

Information supplied by our secret industrial operatives and corroborated through other sources indicates that we are on the eve of extensive industrial disturbances. There seems to be an extraordinary agitation in favor of a 44-hour week and a substantial increase in wages in a number of different lines. . . .

Services retained now will enable you to prepare to meet to the best advantage whatever situation may confront you as a consequence of the present agitation and in this connec-

tion we beg to remind you that "forewarned is forearmed."

An acknowledgement would be appreciated as an indication that this letter has not fallen into the hands of an unauthorized person.

From William J. Burns, Woolworth Building, New York.

. . . . Ever since the McNamara case we have made a close study of labor difficulties and have perfected our industrial organization . . .

In pursuing this character of work we have organized this department in such a way that we are in a position to anticipate these labor difficulties in all industries, and by this method apply what we call preventive measures.

From the International Auxiliary Company, alias the Eastern Engineering and Contracting Company, actually the Corporations Auxiliary Company, Room 702, 291 Broadway, New York. Branch offices in various cities but under different names so that the real size of the company cannot be estimated.

. . . . The study of industrial and labor problems has been the sole business of this company for over a quarter of a century and to carry on this work we have surrounded ourselves with men and women of different trades and nationalities who form a part of a far-reaching organizations, the mission of which is harmony in the operating of these various industries.

Our representatives are employed on a plane of equality with your other employees and study and report each day on the conditions actually existing as seen by them from a workman's viewpoint . . .

We have been particularly successful in handling situations which are continually arising in organized labor circles. . . . Wherever we have the organized labor movement to contend with, we endeavor to use the influence of our representatives toward creating the proper attitude of those around them. . . . We start on every operation with the idea of making our operative a power in his little circle for good, and, as his acquaintance grows, the circle of his influence enlarges. . . . The cost of the service is very nominal, and the best proof

we have of its value is the tremendous growth of our service in the corporations that we have had the privilege of serving in years past.

From the Corporations Auxilliary Company, Continental National Bank Building, Chicago.

Don't you think it would pay you to know your men, know every man in your employ . . . ? It can be done quietly and inexpensively by the use of the Corporations Auxilliary Company's Industrial Inspection Service . . .

Wherever our system has been in operation for a reasonable length of time considering the purpose to be accomplished, the result has been that union membership has not increased if our clients wished otherwise. In many cases local union charters have been returned without publicity and a number of local unions have been disbanded.

We help eliminate the agitator and organizer quietly, and with little or no friction, and, further, through the employment of our service, you will know at all times who, among your employees are loyal and to be depended upon. . . .

From Industrial Service Company, 181 Tremont Street, Boston, Massachusetts.

"The heads of the American Federation of Labor are making war plans. They believe the "open shop" crusade is intended to undo everything union labor has accomplished . . . There are men in your employ who will fight to the last before they will be willing to have their pay envelope reduced . . . Our business is to act as labor mediators, and to *prevent* strikes. . . . There are things you just *can't* put down in a letter." . . .

By such letters does the industrial detective recruit his clientele.

(To Be Continued)

Brother H. S. Peter, Division 71, Presents Proposition to Third Triennial Convention

Brother Grand Chief: Mr. Plumb, when he started talking to you, reminded you that you are engaged in supplying a service to others that you don't need yourselves. I want to present something to you whereby you can

accomplish the service of supplying yourselves with something you did and must have. When I was initiated into Div. 14 in Utica some thirty-six or thirty-seven years ago, about the last thing that I ever expected to do was to be any kind of a business man. I expected that I was going to run a locomotive as long as I was able and the company would let me. But that same time, if anyone had ventured to predict that this Brotherhood of Locomotive Engineers would own one of the finest office buildings in the United States, or a bank with deposits of above seven million dollars, that man would have been considered a lunatic. Now, I have no doubt at all that Brother Grand Chief Stone had visions of this building long before he said anything about it; that he studied it from all points of view, before he presented the plan, and the same with the bank. Now, when I started my little business, and got off an engine to go into it, I had just about one thing to start on, and that was faith that my brothers would stand by me, and if I did business on the square and furnished them with the best overalls that could be made, that they would stand by me. I hadn't any capital, and I hadn't any backing. That is some proposition. Well, I would do up a little bundle of samples, and I would go out on the road to points nearby where I could go out and get back in three or four days. That was when I had to do the whole thing from sweeping the shop to keeping the books in between times, and I couldn't go for any length of time. When I would go into a railroad town and make myself known to my brothers, there never was a case in any instance where they didn't go with me to the merchants and see to it that I got an agency established. When I got far enough ahead to spend a little money for advertising, take a little space, I think a quarter of a page to start, the brothers all over this continent began to see right away that there is a Brotherhood man making something we must have, and that brought results. I recall very distinctly that one of the very first orders I got as result of the advertising came through the efforts of brothers in the Province of New Brunswick, Canada, and another of the very earliest orders that came to me that way was from Portland, Oregon, and a bunch of

brothers who were also Brotherhood men by the name of Kraker, located in Arizona, sent me a twenty-dollar gold piece by express to send them a supply of overalls. That is what they did in order that a Brotherhood man might have a show.

Now, when I started that business, one of the things that struck me first is that we of the Brotherhood were the only consumers of high-grade overalls—the railroad men then were the only men that would put up the price of a good overall, and it seems strange to me that this Brotherhood didn't get into the overall business, and that idea has been in my mind right along.

I have studied this thing from all points of view. There is an element of gratitude in it, because my success has been due to the backing of the Brothers, and I never would have succeeded without their help.

About ten or twelve years ago I got to the point where I thought I could figure out that proposition, so I put it up to Brother Stone and several other heads of organizations. I was ahead of time. Brother Stone received me with the utmost courtesy, but he also turned the proposition down with the utmost finality, and everybody except O'Connell, of the Machinists, turned it down. The Machinists was the organization that had done the least for me, so I dropped the matter.

From that time, I have tried to devise some scheme of co-operation whereby I might share profits with the Brothers. It doesn't seem possible to work any plan out. Last year, seeing the success of this building, and that it is a source of profit and prestige for the Brotherhood, as well as a monument to the efforts of Grand Chief Stone and the co-operative movement, I came to see Brother Stone again and went into the matter with him. I found him more receptive than I had found him before, and as a result, I am here to present the proposition to you today.

Now, I have two factories, one at Dover, N. J., and one at Welland, Canada. The one at Welland is, I honestly believe, the best overall factory for economical operation, in the world. The plant is of slow burning construction, and is run with lower overhead than any factory I know of. The one at Dover is an old plant that has been

added to. It is organized so that it can manufacture high-grade overalls at lowest overhead of any plant except the Welland plant.

Both plants are operating at a profit now. I showed the committee the figures for the first four months of this year, up to May 1, with the addition of charges which I can't dodge, but which you could eliminate, which would yield you at the present basis of business, better than thirty per cent on your investment net. Bear in mind that present conditions are the hardest for profits that I have seen in my thirty years of overall production. They are down to half production, and the overhead is eating up the cost.

Now, these two institutions right here that the Brotherhood already owns, the bank and the office building, are the fullest success, and yet they depend to some extent on outside co-operation. There are other offices of the organization who are not located in Cleveland who cannot take advantage of the building, and these offices must be rented to outsiders to make a profit.

While the Brotherhood funds in the Brotherhood Bank make a profitable institution, yet to give the fullest measure of profit they must take in the money of outsiders. Yet, this overall business is something that you have right in your own fist—the members of this Brotherhood wear more high-grade overalls than any other people.

If you would take this over, you would say to the merchant in your town, and he knows the value of railroad patronage, and, believe me, he will get what you want if you insist on it. That will eliminate right away one of the heaviest expenses the manufacturer has to contend with, and that is the cost of distribution.

Before the war it cost seven to ten per cent on the selling price to distribute the goods, and today the cost of traveling is more than double. It is a long time since I traveled on a pass and had the privilege of dead-heading. Some of you fellows don't know as I do what the cost of traveling is. It is double today what it used to be and all the expenses of traveling salesmen are in proportion.

Then there is advertising. There never was a time when it didn't run me as much as fifty cents per garment.

Perhaps, you have seen overall advertisements in the *Saturday Evening Post*. I haven't had any late information on their advertising rates, but judging from the past, five or six thousand dollars per page is what it costs. You have to pay for that, because every cost that goes into the overall has to be added to the selling price or the manufacturer goes broke. If you have the business, that cost goes out.

There are two items that don't do you a bit of good. It doesn't give you a bit better wear because the manufacturer has spent thousands of dollars in selling costs and in advertising.

Now, you are a bunch of dubs, and I don't think you are, if you don't take this business and double it inside of thirty days. Today the production of my plants is only about fifty per cent of the capacity. There is an item called overhead. You can't dodge it. It goes on whether you are not turning a wheel or running full capacity, and it doesn't make much difference either way. If you double that business you are going to cut that overhead in half.

On the overhead today—I don't know the exact figures, I looked over the figures hastily before coming over—say about three dollars a dozen. In other words, if you could turn a dollar and one half a dozen more into the treasury by doubling the output, you could make this an institution that will not only pay a profit into the Brotherhood Treasury, but you can make it a proposition to save you in the first cost of your goods.

Now, we prepay freight in all shipments of six dozen or more, so that a merchant can't tell you because he is in California or Kalamazoo, or Texas, that the freight is too high and he can't get you what you want. You can say to him that we are going to sell him those goods with the cost of selling eliminated, and you want him to give us some of the benefits that our patronage is going to give him, by selling those goods. Or you can do that by turning in all the whole thing to the trade. Those are the possibilities.

At the present time I have the thing in hand well enough that I can undersell the other manufacturers of high grade overalls about three dollars a dozen, but I have got to fight those manufacturers who have a large force of

salesmen. They will go in and cut their prices and my own to get customers away from me.

In spite of that I have customers who have stood by me, and have sent me letters, from other manufacturers that I couldn't see how they turned them down, but they sent me their orders. There is only one way I could do that successfully and that is with the help of my brothers, and dealing on the square and giving them the best goods.

I have established a reputation for the Brotherhood overalls, and there are Brothers here who know it. I have established a reputation for dealing on the square or I wouldn't be able to stay in business. So, you would be able to take it over and run it along those lines. We are connected with the best mills and the best supplies that money will buy. The organizations are complete for manufacturing. There is a man in charge of each plant that cannot be beat at the manufacturing end.

If I go ahead, and this Convention don't take up the proposition, I shall have to take up a sales manager at a salary of not less than five thousand dollars a year, or else do it myself and charge that salary against myself, into the cost of the goods, and I shall have to finance an advertising campaign to fight the depression that is now on, and that will add two dollars a dozen to the cost of manufacturing.

And what is the use of it—it doesn't make a better garment. You can eliminate that. That organization would go with the plant and stay with it.

There is another thing to consider too, that during the last twenty years there have been several offers to make combinations in the overall trade. It is pretty generally understood in the overall trade that I am a Brotherhood man, and for that reason they have been a little more afraid of me than the facts warranted. They have the idea that because I made the Brotherhood overalls that I was dangerous, and so there has been more or less of a concentrated fight on me. They were afraid, because they figure that if they made a combination and left me out, that I would go before you and tell you there was an overall combination and that would hurt them, so I have been considered every time the subject of combination came up, and I have had

some pretty fancy offers made for my business in the trust. They have all fallen down—never succeeded in forming them. I have just learned that there is another one on at the present time.

I have had offers in my experience from men of capital to come into my business and throw unlimited capital in it and pay me more salary than I could ever get or hope to get out of it, and do nothing, just pose as the Brotherhood man so that my standing with the Brotherhood might be used to get the business. Today I am making a proposition to the Brotherhood along lines that I have long dreamed of, so that the Brotherhood might some day get all the profits, and that they should buy it at less than the inventory and book value.

Now, the question of distribution is the easiest thing there is for Brotherhood ownership, that is, if the organization owns it. At the present time there are all classes of men wearing Brotherhood overalls, farmers, machinists, and all classes, and they won't go back on them. You will get that patronage as well as what you are willing to throw into it yourselves. The prestige of the organization will add more than any amount of money could add. What the boy on the other side of the engine wears will go a long way in influencing sale. Don't think that you will get one hundred per cent patronage from this particular organization, even if you take it up. You will never do that, because there are always fellows who have ideas of their own, but you will get the better part of it.

Take the South for example. I don't suppose there are more than two trains in the South that have an entirely white crew. The colored men will follow the white man as far as he can in these matters, and if the Southern Brother is interested in owning this business it will mean that many of these negroes will wear the overalls. In fact, there is no limit to that part of the thing. The limits are so big that I won't dwell on them.

I have got to the point where I can't increase without taking in outside capital, and I won't do that. Furthermore, I have worked all my life, and worked hard, and have got to the point where I would rather spend more than earn

more. I have got enough so that my wife and myself—and I have just laid away my best friend, my mother, whom I have been taking care of for the last five years—and we have enough to live on for our tastes and a little put by to help a Brother in need, and that is enough for any man.

And I came, therefore, as I say, to see Brother Stone, last year, and the result of that interview was that I was to present that to you. I don't want to take up all your time. I can talk a good while about it, and my purpose in coming here today is simply to read the proposition which I have drawn up in writing, and then, with the permission of the Grand Chief, if you wish to ask me any questions, I am ready to come back at anything you want to fire at me.

The proposition, as I have drawn it up in writing, is as follows:

Dover, N. J., May 12, 1921.

To the Grand Chief, Officers and Delegates of the B. of L. E. in Convention Assembled:

I beg to submit the following proposition to my Brothers of the B. of L. E.:

I will sell to the B. of L. E. all the capital stock of H. S. Peters, Inc., of Dover, N. J., manufacturing the Brotherhood overalls, at par value, \$150,000 plus any interest accrued on the preferred stock at time of sale. This would carry with it full ownership of H. S. Peters, Limited, of Welland, Ontario, making the Brotherhood overalls in Canada, all the stock of which is owned by H. S. Peters, Inc., except five shares issued to qualify directors required by law.

The stock of H. S. Peters, Inc., consists of \$50,000 Common and \$100,000 Preferred stock, the latter entitled to 7 per cent per annum and no more.

This is a going business, operating profitably and the actual conservative book and inventory value of these businesses, as shown by audits by Ernst & Ernst of New York, and appraisals by American Appraisal Co. of Milwaukee, is about \$190,000.

If so preferred, I will sell the common stock at par value, \$50,000, and let the 7 per cent preferred stocks and as it is, the common stock carrying full control of the business.

Both plants are up to date in equipment and thoroughly organized for efficient and economical production of the highest quality of overalls, which organization would remain with the business.

The business does not owe a dollar of borrowed money at this time and has only nominal liabilities for current purchases, which are discounted.

Respectfully submitted,

(Signed) H. S. PETERS,
Member Div. 171.

I thank you Brothers for the attention you have given me. (Applause.)

The Brotherhood Pledges Support to Stamp Out Diseases

The nation-wide program to control venereal diseases was endorsed in a resolution passed by the Brotherhood of Locomotive Engineers at its Third Triennial Convention, recently held in Cleveland.

Through the co-operation of Grand Chief Executive Warren S. Stone, a motion picture film describing these diseases and showing the need for their prevention and control was shown by Regional Consultant W. D. Riley of the U. S. Public Health Service to the delegates and visitors at the convention. In his report to the Federal Service Mr. Riley says that approximately 2,000 men were present and that nearly every seat in the auditorium was filled. Before the showing of the film Mr. Riley spoke a few minutes, outlining the plan to combat venereal infection. The members showed their interest by the close attention which they paid to the presentation of the subject. Following the film, Mr. Stone in a short talk called upon the Brotherhood to support the Government in this work.

In writing to the Public Health Service Mr. Stone says: "We feel indebted to the U. S. Public Health Service for sending Mr. Riley here. . . . The delegates were very much impressed with the pictures shown, and I am sure a great deal of good was accomplished, as our members will carry the message to every section of the United States and Canada."

Mr. Riley reports that many of the men asked questions about the venereal diseases, and wanted to know how they could help stamp them out. Assistant Surgeon General C. C. Pierce of the Public Health Service says that "the endorsement which the Brotherhood in convention assembled has given this movement will stimulate the interest of other labor organizations and so broaden the scope of the work. If, in addition, each member of the Brotherhood will inform himself of the seriousness of these diseases and will see that the members of his family are safeguarded by early instruction as to the place and importance of sex in human life, he will be contributing greatly to the success of the work."

In the Name of Humanity

By HUGH S. CUMMING,

Surgeon General United States Public Health Service

"Who is that sad-eyed girl just leaving?" asked a visiting doctor of a clinic nurse.

"That is Mary. Three years ago she was living with her folks on a farm about fifty miles from here. She was engaged to a young man in the neighborhood. He was taken in the draft, but did not go across. When he was discharged he got a job in the city.

"He finally wrote to Mary telling her that he was married. It was hard for Mary, and to get away from it all, she came to the city. She did house work for a while, and was getting along very well, when one day she met a fellow on one of her afternoons off. He appeared to be a decent sort of a chap, and Mary was lonesome, practically friendless. They became engaged, and—you can imagine what happened.

"After a while Mary discovered that he had a wife and two children. At about the same time she noticed some sores on her body. She went to a quack doctor, who gave her some medicine for her blood, and took all her money, but did not help her.

"Then someone sent her here. She was examined and found to have syphilis. We began to give her treatment and she improved at once. Her baby came and one day she brought him to the clinic with her. He was a bright little fellow. A young married couple had offered to adopt him, but he developed syphilis and the woman refused to take him.

"After that we didn't see Mary for three or four months. When she came back she had that sad-eyed look you noticed. She always has it now, especially when we ask her about the baby. Mary does not seem to want sympathy, and she is determined to get well. She is always on time at the clinic, and is doing well. Her last blood test was negative. She was twenty last month. She would be pretty, too, don't you think, if it were not for that look in her eyes."

The doctor to whom this story was told was visiting one of the clinics, established by the United States Public

Health Service and the State Boards of Health, where persons who have a venereal disease, either gonorrhea or syphilis, may receive treatment free or at slight expense. There are now more than 400 such clinics in the United States. During the last two years more than 290,000 persons were treated at these clinics, and a total of over 1,500,000 treatments were given in 1920 alone.

At a recent health conference in New York, E. C. Davison, Secretary of the International Association of Machinists, said, "What the worker wants is to know the truth about venereal diseases." A venereal disease is nothing short of a calamity to a worker, because it affects the creative impulse which is the laborer's greatest asset. And after all, the worker pays the price in money and in health. The industry may provide the necessary medical treatment and give information about the diseases to its employees, but the industry can pass on the cost of these measures to the consumer of its products. Because the laborer must pay the price, he wants to know the facts, and for this reason the International Association of Machinists and other labor organizations are gladly cooperating with the government in an effort to get correct information about these diseases before their members."

The Public Health Service and the State Boards of Health believe that one of the best methods of preventing and controlling a disease is to tell people "the truth" about it—what its effects are, how it is contracted, how it may be avoided, and how cured. Yellow fever and malaria are fast losing their terrors because people know that exterminating the mosquito which carries the infection will prevent the spread of the diseases. Tuberculosis, even, is ceasing to be the menace it formerly was, now that people know that rest, sunshine, fresh air, and wholesome food will cure as well as prevent infection.

And so with venereal diseases. It is known that syphilis may result in serious diseases of lungs and heart and nerves, that it sometimes causes blindness, creeping paralysis, and even insanity. It is known that gonorrhea causes certain forms of rheumatism, that it makes many women invalids for

life, and is responsible for blindness in many babies. In spite of these appalling facts, however, it is also known that both diseases may be prevented and may be cured.

To acquaint people with the facts about venereal diseases, the Public Health Service and the State Boards of Health are distributing pamphlets, posting placards, sending out lecturers, and showing motion pictures and exhibits. The pamphlets have been prepared for special groups as follows:

- A—for men
- B—for the general public
- C—for boys
- D—for parents
- E—for girls
- F—for educators

They may be secured upon request from the State Board of Health at the State capitol or from the Public Health Service at Washington, D. C.

These diseases are contagious, and infected persons need prompt medical attention to prevent their passing on infection to others. For this reason, and because adequate treatment is both expensive and difficult to secure, clinics where free or inexpensive treatment is given have been established throughout the country. Hundreds of letters are received daily by the Public Health Service and the State Boards of Health from persons asking for addresses of clinics, pamphlets, and information of various kinds.

The work of telling people "the truth" about these diseases cannot be accomplished by the Government and the State Boards of Health alone. They have neither funds nor personnel to carry on a campaign which must eventually reach every man and woman, every boy and girl in America. They can reach only a few groups in every community, and it rests with these "key" organizations of men and women to carry the work further. For this reason associations of parents and teachers; churches; libraries; editors of newspapers, fraternal and labor journals; and many labor, industrial, and commercial groups have been approached.

During the first four months of 1921, the Government and State Boards of Health have made a special effort to tell members of organized labor about these

diseases and the need for eradicating them. The response to the request for cooperation has been most gratifying. Nearly one hundred labor journals and papers have promised to give publicity to the work and are devoting space to items on the fight against these diseases. More than 1,500 locals of labor organizations have asked the Public Health Service for pamphlets and other information. The Public Health Service is now sending a special message from the Surgeon General to the secretary of any labor union wishing to read it at a local meeting.

Gonorrhea and syphilis are now the most serious menace to the health and happiness of the American People, and it is only by enlisting the active, intelligent interest of every man and woman in the country that this nationwide movement against these two diseases can ultimately be successful.

Your Share of a Three Billion Dollar Saving

BY ALBERT F. COYLE

Acting Secretary, All American Cooperative Commission

In the newspapers the other morning, separated by only three inches of type, appeared two items, one from Maine and the other from California, telling the same story of conditions that prevail clear across the continent. In Hayward, California, farmers are giving ripe cherries away rather than sell them to the canneries at a loss. The big canning corporations are offering the farmers 4c per pound for cherries delivered at the cannery door. It costs the farmers 3c a pound to pick the cherries, and from 2c to 3c more to handle and haul them to the cannery. At the corner store I asked the price of cherries. "Twenty-eight cents a pound, sir. There are not many of them on the market." The other dispatch was from Aroostook County, Maine, where the farmers are plowing under 45,000 barrels of potatoes because they can obtain only 40c a barrel for them. And the same day the retail price of potatoes in New York was from \$3.25 to \$5 a barrel.

The newspapers have been cluttered recently with such news items. And for every one that appears in print, hundreds if not thousands go unnoticed.

Here is a news notice from New Orleans of a farmer who kicks because he gets only 2c a bushel for sweet potatoes, for which the consumer pays \$2.50, the difference going to the commission agent and the transportation companies. A few weeks ago some Middle West farmers' organizations started a movement to burn corn for fuel, since corn was so cheap and coal so dear that the farmers might better burn their crop than sell it. Several thousand crates of lemons were recently dumped out of the crates along the railroad tracks at a Southwestern shipping point because the commission agents would not offer the producers enough to pay the cost of the crates. Yet here in Washington lemons retail for 5c each. A year ago one of the best tomato crops ever grown in Southern New Jersey brought 8c to 10c a basket delivered to the Baltimore wharves—actually less than the cost of picking and hauling. No wonder the disgruntled farmers dumped their loads into ditches and returned home to plow under their tomato crop. Out at Lodi, California, I have seen hogs turned into some of the finest grape vineyards in the world, because the price of grapes was less than the cost of picking them.

Our shamefully wasteful system of distribution is both an economic and a social crime. Farmers who have invested their labor and expended good money for plants and seeds and fertilizer find themselves compelled to sell at a ruinous loss or else unable to sell at all. They are in a worse position than the idiot who worked for nothing and boarded himself. On the other hand, consumers are compelled to pay extravagant prices for the very foods the farmers cannot sell. And while American farmers are destroying unsalable foods and covenanting with each other to plant less next year so as to bring up prices, hunger and starvation have Europe by the throat, and famine is stalking across large sections of Asia.

In a recent interview in the *New York World*, U. S. Senator Ladd, from North Dakota, lays bare the reason for the waste that is squeezing the farmer-producer at one end and bleeding the consumer at the other. Of every dollar which the consumer pays for food, the Senator states that 30c goes to the men who produce the food and 70c is lifted by the middlemen who control its distribution. "In several European countries,"

he adds, "this ratio is reversed. There 70c goes to the former and it costs 30c for distribution. Let the farmers feed the people and they can reverse the ratio here. They can make production pay, and at the same time deliver food to your cities much more cheaply than the speculators can do it."

Now, stop a moment and figure out just what such a saving would mean to the workers of this country, who are the chief consumers of the food which the farmers produce. Suppose that we only attain the present standard of efficiency of the best distribution systems of Europe, and pay 30c on each dollar for the cost of bringing the food to us. According to Professor Wilford I. King, expert on the staff of the National Bureau of Economic Research, the workers of the country receive annually approximately thirty billion dollars in wages and salaries. One-fourth the income of the average workers' family is expended for food, or an expenditure of \$7,500,000,000 on the basis of present wage payments. Suppose the consumer splits with the farmer the difference between the 30% cost of distribution in Europe and the 70% here. That would mean a saving of 40%, or 20% each to producer and consumer. Translated into dollars, that means three billion dollars for both of them, or a billion and a half apiece.

A great deal of industrial commotion is being occasioned by reductions in wage scales. What if every worker in the country were told tomorrow morning: "Here is a 5% increase in pay for you, beginning just as soon as you have the energy and initiative to call for it." That, in cold figures, is just what a saving of \$1,500,000,000 means on a total wage payment of \$30,000,000,000.

Is it worth going after?

The All American Cooperative Commission has just inaugurated a direct trading campaign to save the farmers and workers much more than 5c on the dollar. America can and should work out a system of food distribution that is more efficient than the best that Europe now knows. And direct trading is the first essential step in that program. It will eliminate a tremendous amount of the economic waste in our present system of distribution. Farmer, labor, and cooperative organizations that have the foresight to claim their share of this \$3,000,000,000 saving should write at once to the headquarters of the Commis-

sion, Bliss Building, Washington, D. C., for copies of the direct trading blanks which it is sending out to bring together the farmer-producer and the organized city consumer.

Twelve Hour Limit a Safety First Device

By J. F. BAILEY

The Safety First movement on the part of the railroads has become an important factor in the operation of the transportation system of the country. The Brotherhood magazines have been appealed to to establish a Safety First department in these publications, and this proposal is meeting with favor.

I would like to suggest right here that the best contribution the magazines could make to this progressive and humanitarian movement would be to urge in every issue the reduction of the hours of labor under the hours-of-service law from 16 to 12. The Joint Legislative Board of the B. of L. F. & E. of Ohio evidently realizes the importance of this move, as indicated by the resolutions adopted at a recent meeting, as published in *The World* in the November issue.

Jason Kelley, the brilliant correspondent of the *Locomotive Engineers Journal*, discerns evidences that the importance of this reform is beginning to penetrate the consciousness of others than the workmen most directly affected by it. He says:

"It is indeed a hopeful sign of the times that the pro-railroad press, which has so bitterly assailed the Brotherhoods during the past year, is advising the railroads to reduce, as much, and as soon as possible, the number of hours men in train work are compelled to be on duty.

"This should not be misconstrued as evidence of a change of heart on the part of these publications, but rather that they are unable to restrain themselves longer from recommending a policy that they know will be so far-reaching in its effect for good."

The *JOURNAL* correspondent is not optimistic that the advice will be taken freely, as experience has taught that every reform proposed, regardless of merit either as a measure of economy for the railroads, or benefit to the public or as destined to preserve life and limb of employes, has been violently opposed by the corporation, as he suggests, in order

that the agitation may be used as an argument for higher rates, or other governmental concessions.

Mr. Kelley concludes:

"Perhaps the sounds we hear are false alarms, but they have the ring of good advice, for as sure as night follows day, the railroad train service employees are not going to permit the employers to impose hours of service upon them as in the past without a united protest, so it would be well for them to take heed of recent experiences, profit by its lessons and start a reform in the direction of shorter trips for trainmen, and **DO IT NOW.**

"It would be more creditable as well as profitable for the railroads to do so voluntarily, and the act would go a long way to modify the present militant attitude of capital and labor toward each other, besides which, being a change of their own choosing, would likely be more satisfactory to them than one that might later be forced upon them through legislation, or in some other way."

The facts of the accident record, before and after the adoption and **ENFORCEMENT** of the 16-hour law bear out the assertion that this shortening of the period of mental and physical strain of the employe has been the most potent Safety First provision that could be adopted. While the law became operative in 1908 no effective enforcement was recorded until several years later. Hence, as has been shown in previous articles in *The World*, there is a close connection between the approximately 300,000 cases of violation of the 16-hour law in 1913, and the heavy accident record of the period including that year, and the comparative immunity from accidents which followed the more stringent enforcement of the law in subsequent years, violations in 1915 being reduced to 59,915. No better argument could be presented for legislative regard for the hours of labor of railroad trainmen than is shown in the official records of accidents. In a ten year period previous to the era of the 16-hour law one train employe was killed every year out of each 137 employed, while the ten year record following that reform shows but one killed out of 229 employed.

These records present unanswerable arguments for the rigid enforcement of the law, as well as for its further improvement by reduction of the limit to 12 hours. It is a well-known fact that

during the war the exigencies of the case brought about a public opinion that recognized emergencies that would not be accepted as such in a strict interpretation and permitted evasions such as the taking out of the 16-hour period of short periods of idleness on the part of trainmen in the incidence of train operation and permitting a corresponding period to be added to the time of expiration of the 16-hour limit. This evasion is being continued to a considerable extent on many roads, and presents a clear violation of the spirit and intent of the law.

While it has been the policy for the journalistic champions of the railroads to minimize the effect of the 16-hour law and belittle the importance of the violations brought to the attention of the authorities, it is admitted by the *Railway Age*, in a rather critical analysis of a report on the subject by the Interstate Commerce Commission, that a sixteen-hour limit *per se* is a good thing, but the problem of the railroads is to so improve the service that more energetic and persistent measures shall be taken to keep within a 14-hour or a 13-hour limit.

verely on every report showing cases of In England the government frowns severely on every report showing cases of more than twelve hours' continuous duty in train service.

The *Railway Age* says:

"To keep within the law it is important that everybody strive at all times to keep three or four hours inside of the limit.

"For delays, though relatively few in number, are always liable to extend themselves in all sorts of unexpected ways.

"The very excessive cases cited in the report are proper subjects for inquiry. It is to be presumed that in all these the men, though on duty, were not required to maintain the vigilance which is reasonably to be expected of a fresh man, unless they had had opportunity to refresh themselves. But it is desirable to have evidence of this, rather than a mere presumption."

The concluding sentences of this quotation have reference, doubtless, to such extremes as are reported in 48 cases where the men were on duty for 65 hours or more.

The Interstate Commerce Commission, the courts and the Brotherhoods all agree substantially as to the public interest in the strict enforcement of laws

Limiting the hours that trainmen may be kept on duty, and I contend that the same arguments are equally applicable to the desirability, if not the urgent necessity, for further reduction of the limit to 12 hours.

An I. C. C. report says:

During the year ended June 30, 1917, investigated 80 train accidents, comprising 54 collisions and 26 derailments; 174 persons killed and 827 persons injured. Twenty-one of the collisions occurred on block-signalized lines, 11 being on lines where automatic block signals were in use and 10 on lines using some form of manual block system. Thirty-three of the collisions occurred on lines where the train order and time interval system of train operation was in force. Eight of the 11 collisions which occurred in automatic block signal territory were due to the failure of enginemen to obey signal indications. In these eight collisions 30 persons were killed and 77 were injured.

Disobedience of signal indications on block-signalized railroads presents one of the most serious problems. Some of the most disastrous accidents are due to this cause and occur on roads equipped with modern systems of automatic block signals where trains are operated by trusted employees of long experience.

In the courts:

In two cases against the Minneapolis, St. Paul & Sault Ste. Marie and two against the Northern Pacific, Judge Amidon, in the United States district court for North Dakota, southwestern division, holds as follows:

1. Hot boxes, loosened drawbars, etc., are matters which constantly arise and cannot be accepted as excuses for the violation of the federal hours of service law.

2. All substantial violations of the statute limiting the period of continuous employment of men engaged in railroad service must be regarded as serious—much more serious than violations of the safety appliance and the twenty-eight hour live stock statutes.

3. Courts must look at the subject matter of laws to ascertain whether the public welfare is seriously or only slightly involved in their violation.

4. Fatigue is as truly a physical cause of accident as are open switches and broken rails.

5. A substantial violation of the statute here involved can never justify a merely nominal fine.

Arguments presented by Brotherhood officers in behalf of the eight-hour bill are applicable to a 12-hour hours-of-service law. It was advanced at that time that in the hours of labor of railway employees the public has a special concern. Railways are public conveyances and if hours are so long as to cause undue fatigue among the workers, serious mishaps involving not only the workers but the traveling public may result.

Another speaker pointed out:

"When an accident happens on a railroad it is customary for the railroad managers to blame it on an engineer or a fireman whose lips are sealed in death and cannot make reply. But often the man's wife or mother, who knows the story of his unfortunate life, reveals to the public the truth. Not long ago an accident happened on a New England railroad and, of course, the engineer was blamed; but his wife told the newspaper reporter a story of the hours which her husband had been obliged that week to work, with scarcely any sleep, and she declared that if he had dozed at the switch the fault was not his, but should be laid at the door of the railroad managers, who had outraged nature by demanding of that engineer a service which no man could safely render.

"Thus the public is interested to help the railroad employes obtain shorter hours, because it tends to help the even distribution of the increasing wealth of the country in which all share, if it is evenly diffused, and in which only a few will share if it is not; and also because it will make for safety in the operation of our American railroads.

"If, on the other hand, the managers of these railroads say they cannot grant this decrease in the hours of labor and operate their railroads at a profit, then the answer is obvious: they should surrender these public utilities and let the government operate them. These are great public service enterprises, whose first duty is to serve the public—and necessary public service comes before profit."

It is my conviction that the Brotherhood chiefs should take this matter up with the Interstate Commerce Commission, with a view to securing the co-operation of that body in securing both a stricter observance of the law as it stands and a further reduction to 12 hours.



THEY SHALL NOT PASS—MAYBE

CORRESPONDENCE

All contributions to the JOURNAL must be received by the 17th to insure publication in the next issue.

Writers may use any signature they choose, but should also give their name and address.

All contributions are subject to revision or rejection by the Editor, as he is held legally and morally responsible for their publication.

Safety First

Those words are dinned into our ears,
Where'er we go the sign appears;
Its banner bright has been unfurled,
Attracting all the railroad world;
And to the one who runs and reads
We seem prepared for all our needs,
Yet, oft the lessons go for naught,
Till, by experience, dearly bought.

Weak man with hindsight, ever clear,
Can see results when they appear;
When all the world will look aghast,
When chances to avert, are past;
He's, sometimes, willing to declare,
His error, and the loss repair;
But, as the gambler meets his loss,
Oft tempts grim fate with one more toss.

'Tis true there's reason yet for hope,
As plans assume a wider scope;
For literature and eloquence,
And money, too, and common sense,
Are now employed so that we may
Soon see the happy coming day,
When railroad men, their dangers past,
Can say, we've "Safety First" at last.

JASON KELLEY.

The Locomotive Engineer

By

WM. SEXTON, in "National News."

If I had a son I could wish him nothing better as a vocation than to be a locomotive engineer, for I know of no calling that calls for more rigid training or more exacting demands upon the physical and mental capacity of the man than that of running a locomotive. There are varying degrees of skill required, and the responsibilities are not uniform by any means. There is a wide difference between the skill and judgment required of the man who runs a switching engine as compared to one who hauls the "Sunset Limited," the "Black Diamond," or the "Empire State Express," but the responsibility varies only in degree, and usually the man who runs the yard engine is but passing a stage in his development for the higher responsibilities that come with promotion to more important position.

But to begin at the beginning. Where, may I ask, is there an occupation that calls for more of the best in the physical and mental makeup of a young

man than firing a locomotive. The work is hard and dirty; the hours are irregular; the trips are long. There are many peculiar situations to contend with that cannot be anticipated; situations that call for prompt action, and these tend to develop a presence of mind and alertness and ability to cope with sudden changes that is one of the finest qualities of the successful railroad man, and those who lack the inherent qualities that fit them for the work soon drop out. Statistics show that the proportion of men who go firing and continue to promotion is very low. This would suggest one of two things, either that the work is too exacting for the average man, or the average man is unfitted for the work.

If my son would graduate into the ranks of the engineers and succeed there, I could say that he had passed through a course of mental and physical training that is a better development of character than any educational institution I know of. There is this about the railroad engineers work, it bring them in direct contact with more of the experiences that go to form character than any I know of. It demands intelligence, physical fitness, promptness, self reliance and self sacrifice, to win success. It imposes a degree of responsibility on the individual who is running a one hundred thousand dollar locomotive hauling a four hundred thousand dollar passenger train not found in any other occupation, and responsibility itself makes for character and all that goes to man's fullest development.

Whenever I travel, and that is quite often, I am reminded of what President McKinley said of the locomotive engineer. He told that when he traveled, he frequently went over to the head of the train before the day was over to see the man, the engineer, in whose care he was about to trust himself for the long night ride, and he said it had always been a source of much comfort for him to find him just the kind of a man in whose care he could feel contented to trust himself.

Yes, I will repeat that if I had a son, I would be naturally interested in his welfare, but I can think of no occupation he could engage in that would bring out his latent powers and develop him more fully, both physically and

mentally than the system of training, "outdoor training" as Theodore Roosevelt called it, that goes to make the locomotive engineer.

These men should be proud of their calling and their compensation for service should be such as would enable them to live up to the highest standard of American citizenship.

A Time for Co-operation and Sacrifice

To my mind the main trouble with labor organizations today is, that while we have a large membership many lack the Brotherhood spirit at heart, which is the success of the organization.

Brotherhood does not mean to run to the Division room the minute that the mileage has fallen under the minimum and demand that the crews be reduced, neither does it mean that all regular engineers shall make up to the limit of mileage every month, never laying off while the man on the extra board sits around doing nothing and paying the same dues as the regular man.

Brotherhood, as I understand it, means that all members should work for the interests of one another and the organization in general. At the present time we all know of the vast amount of unemployment over the country and now is the time to show the real Brotherhood spirit. Business is bad here, as it is everywhere at the present time, and I am sorry to say that we have been compelled to reduce our crews. I believe that if all divisions over the country had made as little reduction in force as this division has, that many a brother who is out of work today would still be employed.

A short time ago in a circular sent out by the Grand Office, it requested all Divisions of the Brotherhood to protect their members and make as little reduction in force as possible during the present dull period. As far as Division 378 is concerned we had been practicing this for several months before any circular to that effect was received from the Grand Office.

On January 6th of this year at a regular meeting of Division 378, a motion was passed and the local chairman instructed to see that each regular freight man laid off one round trip and each regular passenger man laid off one round trip each fifteenth day period of

the month in order to protect the extra board. At that time our freight crews were not making but slightly over the minimum mileage under the Chicago Joint Agreement and our passenger crews were making 4,200 miles per month. At the present time we are maintaining enough regular freight crews to cause the mileage to fall below the minimum mileage of the Chicago Joint Agreement 1,000 miles per month, and the local chairman has been instructed by the Division not to reduce the regular crews further regardless of the mileage until business either picks up or gets so dull that it will be impossible for that number of crews to make a living.

At the present time our regular freight crews are making only about half time, fifteen days a month, and our passenger men are making only 3,550 miles per month. While these figures are far below minimum mileage of the Chicago Joint Agreement, it goes to show what spirit of Brotherhood can accomplish when put into practice.

Now, Brothers, while this may be dull reading to most of you, yet it shows what can be done and I believe if all Divisions over the country would only practice the Brotherhood principle a little closer, that we would have less friction over such agreements and more true Brotherhood spirit, more of doing unto others as you would have others do unto you.

C. W. HUNTRESS,
C. E., Div. 378.

How Brother John M. Hylan of New York City Handled the Situation

Just now when we are confronted with the claim of the railroads that in spite of the high traffic rates they are unable to pay the very rate of pay upon which the rates were based, it is interesting to note how Brother John M. Hylan, present Mayor of the city of New York, handled a somewhat similar situation. The street railroads, including the elevated lines in New York, which of course includes Brooklyn, claimed they could not operate except at a loss unless the fare was raised to eight cents. Mayor Hylan took over the management of the car lines and is operating them successfully at the regu-

lar five cent rate and paying the union scale of pay.

The street companies like so many other corporations, claim they were justified in raising because of the wage increases, but Mayor Hylan has made no reduction in the scale of pay, and yet the street railroad properties are not going to financial smash as was predicted unless there was a tax of a three cent increase of rates put upon the public.

Taking over the New York City Street railways and taking over the railroads of the United States are problems different only in the size of the operation, the principle involved is the same in both cases, and it would undoubtedly be a fitting solution of the railroad wage situation if the National Government would do as Mayor Hylan has done.

We fully realize the nature of the responsibility assumed by Mayor Hylan. Trying to conduct a business, especially, a transportation line, while necessarily keeping the former operating officials in charge of operation, as was the case with the government's control of the railroads during the war, is a most unsatisfactory undertaking, for the officials, realizing that eventually the properties will be restored to the old masters, will play every trick in the game to prove their loyalty, and in doing that will make rough going for the government, whether municipal or federal, that assumes to make their old masters be good.

We are pleased to note the success of Mayor Hylan thus far, and hope for a more general application of the principle he so firmly advocates.

A Member.

Brother Charles S. Watts
Veteran Engineer on the Buffalo and
Southwestern Branch of the
Erie Railroad

Mr. Charles S. Watts, in the service of the Erie Railroad Company for a period of 48 years, has been granted a leave of absence for one year and will take a well earned rest in the State of Washington.

This veteran entered the service of the Erie as a fireman and one of his

first jobs was firing for Mr. J. G. Hubbard, later promoted to the office of Master Mechanic. After Mr. Hubbard's promotion Mr. Watts was made an engineer and ran some of the first passenger trains over the Buffalo and Southwestern. It was not working in those times as it is to-day. He received \$100 per month working every day in the month from 12 to 18 hours per day. The notorious Dayton Hill where it is necessary now for two and sometimes three engines to be coupled to a train was negotiated by Mr. Watts and his train without any help. In 1875 Mr. Watts was given charge of a passenger train and he has since run such trains over the Southwestern with a record that must be a great source of joy to him. It is recorded that he never had a train accident, excepting engine failures, and no damage was ever caused to his train or to any passengers that his train carried. His services were of the kind that were loyally given, efficiently executed and safely handled.

He has been in charge of some of the fastest and best passenger trains between Buffalo and Jamestown and between Buffalo and Meadville, Pa. Lately he has been running Commuter trains on the branch and there is probably no harder job on the railroad than the handling of these sort of trains. It is to his credit that he has the friendship of some of Buffalo's best business and professional people, who use the Commuter service. He is generally well liked and is affable and kind and through all of his years of service he has preserved an optimistic disposition and enjoys the confidence and best wishes of his friends. The officials know that Mr. Watts has done the job right and with a willing spirit and he will be missed in the intricate problem of getting trains over the railroad with despatch and safety.

Mr. Watts is the only engineer on the Buffalo and Southwestern who belongs to the Order of the Red Spot, an organization whose members reach the very pinnacle of efficient workmanship and he has the nice distinction of having his name appear on his engine.

As an expression of the feeling in which Mr. Watts is held by his associates and friends he was presented

with a traveling bag and silk umbrella.

The best wishes of everyone go forward to Mr. Watts and it is the hope that he may enjoy a well earned rest in the far west contented in the knowledge that he has performed his tasks with a willing spirit. May the younger men develop into the stuff of which Mr. Watts was made.

MRS. MUNGER.
Reporter Erie R. R. Magazine.

Passing the Buck

BY RUBE JACKSON.

A recent issue of the B. of L. E. JOURNAL says: "We read much about the desire of the railroads to restore the old time standard of efficiency of the railroad employees, but what are the railroads doing in that direction? "Well, to judge by the utterances of the public press, which is a pretty true reflection of the attitude of the railroads in this reconstruction period, they are doing nothing."

Which statement is in line with the assertion of a contractor in a controversy that has been occupying considerable space in Cleveland (Ohio) papers as to an alleged falling off in efficiency among building trades mechanics, that it had been his observation that the efficiency of the mechanics employed upon a job is in direct proportion to the efficiency of the contractor having the work in hand.

And this is undoubtedly true of the railroad service. It has frequently been commented upon that some roads appear to have no difficulty with the employees, while the patrons of the road find the service everything they could wish for, while others have an exactly opposite experience. Railroad officials have not always been promoted to positions of responsibility solely on the ground of the record for achievement in positions of lesser importance, and instances of failure to secure the hearty co-operation of employees in minor positions have been known to be followed by promotion.

The advocates of private ownership and control have millions to spend for the perpetuation of their graft, and have through a long experience learned all the tricks of the trade of making spurious public sentiment; of bribing

legislators, trades unionists and newspapers to achieve their ends.

PRIVATE CONTROL NEARING ITS END

Notwithstanding the fact that practically all the daily newspapers of the country are aligned on the side of the corporations at this time, the conviction is growing in the minds of men who look beneath the surface of political developments that the era of private exploitation of the transportation monopoly is rapidly drawing to a close. The trend of events everywhere is toward a restoration to the public of the monopoly rights that have been farmed out to private corporations in the shape of railroad, street car, gas and electric and water supply franchises, to be operated by the machinery set up by the people for the performance of public functions in the shape of national, state and municipal governments.

The corporation influenced newspapers of this country have been almost unanimous in the assumption, both in quoted interview and editorial expression, that "government ownership has proven a failure wherever tried," and this in the face of evidence to the contrary from practically every country in the world where this theory has been given extended trial. While the efficiency and value of the railroads of Germany from a military standpoint was demonstrated to the confusion of the allies in the early years of the great war, their importance in the development and upbuilding of the country in an economic sense was equally great. While the wages paid to railroad workers in Prussia was little more than half the average earnings of American railroad employees before the war, this was offset by the fact that more than twice the number of employees per mile of road were maintained in that country as compared with the United States. And still those roads were operated at a profit by the government. In the year 1910 the net earnings in Prussia were 6.48 per cent on the capital investment of \$114,000 per mile of line (nearly double our average capitalization) and out of \$170,000,000 net revenues \$50,000,000 was devoted to other than railway purposes.

GREED BRINGS ITS OWN UNDOING

"Greed, selfishness and arbitrariness" are still doing business at the old stand

in the United States, and will undoubtedly lead to their ultimate absorption by the state here as was the case in Europe.

Looking at the matter from the standpoint of the public interest purely, it is a warped mentality which will fail to recognize the superiority of the service rendered by existing government agencies where they come in competition with private enterprise in the performance of public service.

For one who lives just outside of the zone of delivery of the express company the superiority of the service of the parcel post is obvious. If he is sent a parcel from a point off the railroad the sender will be obliged, if he uses the express service, to haul the parcel to the nearest railroad station for shipment. When the parcel arrives in the city the consignee will receive notice of arrival and will be obliged to furnish his own vehicle for delivery to his home.

The parcel post will collect the package at the nearest rural mail box and deliver it to the consignee without additional expense.

The statement is made by the advocates of private ownership and control of the transportation systems of the country that "private initiative is responsible for the advances made in the science of railroading in this country," and that this great incentive to improvement and progress will be lost under government ownership and operation.

But what are the facts?

Every intelligent observer in the history of the railroad during the past two decades knows that practically every advance that has been made, particularly where the safety of the public and of employes has been involved, has been forced upon unwilling railroad corporations by the initiative and insistence of the railroad brotherhoods, usually at the end of a long and acrimonious campaign of publicity and political maneuvering.

RAILROADS FOUGHT SAFETY APPLIANCES

The safety brake, the electric headlight, the automatic coupler, all have been adopted by the railroads after a stubborn fight, in which paid lobbyists and railroad controlled legislators battled valiantly for the "rights" of the companies to sacrifice life and limb in

the interest of a false economy. Practical automatic train stops that would eliminate the possibility of collisions—or at least reduce them to a minimum, have been demonstrated to the satisfaction of practical men, and would be in operation today but for the expense involved, which these "practical minded" railroad executives figure might amount to more than the cost in damages for lives lost and injuries sustained in collisions.

The monopoly of refrigerator car traffic enjoyed by the packers is due to the lack of initiative and enterprise on the part of the privately owned railroads, which left to the initiative of Swift the provision of this necessity in the transportation of meats, which has been a most potent factor in the building up of the gigantic trust which national legislators are now endeavoring to curb.

The provisions of sleeping accommodations for travelers on long journeys, which is a plain duty of the transportation lines, was likewise farmed out to a private individual, which has led to the building up of the great Pullman Company, with its special privileges and capacity for extortion.

Indeed, it is an impossible task for anyone to point out a single instance in which any really important advance step has been made in the service rendered by the railroads which has been due to private ownership.

The plan adopted by the railroad organizations and presented by Glenn E. Plumb is the only plan that has a semblance of justice or a promise of permanency.

It is the only plan that gives any hope of a reduction in the rates for transportation through the adoption of economy and efficiency in operation, and the enjoyment by the public of the benefits thus secured.

It is the only plan that will eliminate the resort to force through strikes and lockouts in the adjustment of wages and working conditions that must be made periodically unless some equitable system is provided that automatically brings about proper adjustments.

It is the only plan that provides for extensions of the transportation facilities of the country in an equitable manner, and in harmony with the demands of the harmonious and natural development of the country.

The electric headlight requirement has been in effect for nearly five years following an order adopted by the Interstate Commerce Commission, and the following comment from the Railway Age Gazette at the time indicates the antagonism encountered from the railway managements at the time. The Age Gazette of August 4, 1916, said: "The petition for the commission to regulate headlights came from the railway labor brotherhoods. The order sought by them was opposed by the representatives of the railways. It is a circumstance both remarkable and significant that the requirement finally made is that which the Brotherhood of Locomotive Engineers decided at a convention held in May, 1915, to seek, and that even the verbiage of the order is almost the same as that used in the resolution adopted by the brotherhood."

Now that the activities of the Brotherhood of Locomotive Engineers led to the adoption of the electric headlight as a national law, if the same initiative received like backing and was pushed with the same energy and persistency in behalf of an amendment to the hours of service law reducing the limit from 16 hours to 12, it would have a like satisfactory outcome.

Will it be done?

Organized Labor a Protector of Government

The people of the United States are to-day facing and undergoing an industrial condition of the most severe and trying nature in their history.

There have been panics in the past that wrought hardship and trouble in a measure great or small on different parts of the country but none that affected the whole people as this one does for this is not a man made panic in the sense that most of them are, but it is a depression in all business lines brought on by the abnormal conditions fostered by the World War when every one in every line profited to the fullest extent they were able by the stress of circumstances brought on by the urgent needs of all peoples during the conflict.

Now with these conditions reversed and the demand for all commodities being at the lowest possible ebb the World over industry is practically at a stand still and the men and women who

work are the first to suffer from unemployment and a consequent stopping of their revenue.

Producing as this country does a surplus of manufactured and agricultural products it must depend to a certain extent on foreign demand for the marketing of this surplus and this demand exists but cannot be utilized for European Nations are in financial straits and cannot buy as they have not the money or credit to do so and the rate of exchange is also against them.

Therefore we find that we have good crops in prospect, a surplus from last season in some agricultural products and our manufacturing plants running at a low rate or closed down and with full warehouses and no certain markets for the future.

The employers claim that to compete with foreign products labor must come to lower standards in this country and that to do this we must put the producing class on a level with European labor—a condition that thousands of emigrants have left Europe to escape and which condition was one of the reasons this United States was founded and built up on a broader and better basis for the producing men and women of the nation.

Wages as a whole are not too high. Some class of wages may be too high just as the salaries of some executives are excessive, but low, rather than high wages, are the bane of any country. One working for a wage that barely permits that one to exist renders that person of little use as a citizen except for what that one produces for one in that wage condition can not purchase except the barest necessities and therefore cannot help in the consumption of other than the commodities cited above and can not improve and better his home town or city by having a home and fair living surroundings. With wages high men should practice thrift against the time of need but unfortunately many did not do this in the days just gone by and therefore working people are in a worse condition financially than they would have been had more economy been practiced during flush times.

The condition of the man who works is far different in time of depression or

in case of his death than that of the man who has invested capital that brings in his revenue.

When the worker becomes idle or dies his salary stops at once and he or his family speedily find hard times at hand. The man with invested capital goes on as before for his income is not affected by anything except bad investment and most of them see that their eggs are not all in one basket.

If capital was willing to curtail on its mode of living and show some spirit of economy that the cry to labor perhaps labor would feel more inclined to listen to and consider the tale of no profits financial difficulties that are being put forth by the railroad managers and large corporations in general. Men are better informed as a whole on such matters than they were in former times and it is useless for employers to think that men will go cheerfully and without a battle to former conditions when capital goes on its spending way unrestricted in its luxurious spending in the slightest degree.

In the insane desire on the part of employers as a whole to force back the working people to the old standards of employment and wages they have done all possible to further unemployment and thus by hunger and other needs force working men and women to accept the conditions offered or starve.

Capital should not forget one thing that is paramount, the life of any nation depends on the will of the majority of its people. When any minor class oppresses the major class by reason of their financial power or from other cause, until it becomes unbearable then the people will rise as a major part and a new order of things will exist. This is the world's history.

Destroy the first and the last will blossom and spring up like flowers in May.

W. S. FRENCH,
Omaha, Neb.

The Plumb Plan

The Plumb Plan provides for rail service without profit, and without graft, gives the employee a voice in management, and puts an end to the continual strife which has demoralized the railroad service.

Retrospection

By C. A. WOHLFORD,
Sec. Div. 500.

Turn backward, turn backward
O Time in thy flight
And make me a child again
Just for tonight.

I was born in a log hut on the banks of Nolan's Branch in the free state of Hood county, Texas, 'way back in the seventies when this part of God's garden was sparsely populated and was still being raided occasionally by our friends, the Red Men from the North.

I have thought that it might be interesting to some to pause in this mad rush we are making to the Devil knows where, long enough to live over again some of the things that happened long ago.

As a boy I enjoyed very, very few of the luxuries which are common to most boys of today.

For instance, we had mighty few clothes to wear. I wore home-spun dresses until I was so old that people began to wonder if I was really a boy, or a girl. I wore a one-piece garment called, at that time, a shirt, which was made of striped hickory cloth and that constituted about our full complement of wearing apparel during the warm weather. If I had that shirt now and would take the sleeves out, it would be designated as a "teddy."

Did ye ever wear one of 'em?

Did ye ever have to draw about fifty buckets of the national beverage of today out of a well about forty feet deep, where one bucket would be going down light and the other coming up loaded, and help Ma wash? Did ye ever have Ma take the clothes out of the pot and put them on a bench and have you stand there and whale hall Columbia out of 'em with a battling-stick?

Did ye ever go out to the cow-lot when it was cold as blue-blazes and begin to milk old Brindy and, because one of her "breasts" was sore she would blaze away and kick you, milk-pail and all half across the lot?

Did ye ever help brother churn and count the licks, and finally have a fight because you thought he beat you out of a few strokes?

Did ye ever operate a spinning-wheel and make thread and card bats and

rolls and help make quilts and cloth and things?

Did ye ever sit around a bonfire built in a cave-like fireplace on a cold, snowy day, see mother bring in that skillet and lid, put the lid on the fire and the skillet on a bed of coals, then make up a batch of biscuit dough, pinch off a slug, roll it around in her hands, hit it a bump to kinder flatten it out, place them in the skillet, put on the lid and heap coals on top of it, then wait a few minutes and take the lid off and, Pres-to! what a change.

Them biscuits had tried to climb out of the top of that skillet and were light as a feather, and you know how you put butter between and sopped up the sog-gum 'lasses and never, never did get enough, and how you dug out them sweet "taters" that you had roasted over in one corner and how you parched that corn and everything, and still went to bed hungry? Did ye ever do that?

If not, boy, you have sure missed something.

Cornpone, clabber-milk and sow-bosom was about all we ever had to eat, but there was no kick on the service. Father was the Director General and mother was our counsel and their decisions stood as law.

We had an eight-hour day, multiplied by two. We had no "Great White Way" to entice us away from home at night. Often the only light we had was that from the fireplace or an improvised lamp mother would make by twisting some cotton rags together and inserting into a cup of meat fryin's. Did ye ever see that done?

Remember when you would tear out down the lane yelling "O, Skin-n-a-y, git cher ma to let you c'm on; we're goin' to the Blue Hole"?

I remember some of the "copies" my dad set for me when I was learning to write. One was "Honesty is the best policy." I am rather inclined to believe that yet. Another was, "Many men of many minds, many birds of many kinds." I never did understand just what that one meant until I grew up, got to be a locomotive engineer, and was elected Chairman of the 'Trouble-fixin' Committee.

In those days the revision of the wage scale, whether upward or downward, worried us very little and the application of Decision 119 not a-tall.

It has been a wonderful privilege to live in this age of transformation.

At that time the people were plodding, struggling along, in no particular hurry, taking life easy, and enjoying to the fullest what little they did have.

Today we have everything we need and thousands of things we don't need, and are still more dissatisfied than ever before.

So I am just wondering what the dickens will happen next.

In this present age of "intensive" living, of wonderful inventions and stupendous undertakings and accomplishments it causes me to pause in wonder at what has been done and to try to imagine what other miraculous changes will occur in the future.

God moves in a mysterious way
His wonders to perform.

HONOR ROLL

Under this head will be printed only photographs of members who have received the Honorary Badge for forty years' continuous membership in the Brotherhood, together with a brief history of their railroad careers. In the case of members who have been retired from service on account of the age limit, their history alone will be printed.

Bro. F. B. Doster and Wife

Brother F. B. Doster, Div. 396, Retired:

On May 1, 1921, after fifty-one years of service as an engineer, Brother F. B. Doster, who resides at Ottawa, Kansas, retired from active service of the Santa Fe railroad.

He began his railway work in Indiana on the C. and I. J. Railway and was promoted from fireman to Engineer, March 13, 1869. Thirty seven years ago, Mr. and Mrs. Doster and their family of two daughters came to Kansas from Indiana and made their home at Ottawa where Mr. Doster has since held a position as an engineer on the Santa Fe R. R.

The evening of June 6, 1921 the friends of Mr. and Mrs. Doster gathered at their home and celebrated the 50th anniversary of their wedding. Dr. Case read from a Bible that is over a hundred years old and a much prized heirloom of the Doster family.

The rooms were attractively decorated with daisies and ferns and a large bouquet of roses was sent to the

honor guests by their son-in-law, Mr. E. E. Hainline.

The early evening was spent informally with music selections. As Mrs. R. H. Wadell finished singing, *Silver Threads Among the Gold*, she showered the honor guests with a beautiful bouquet of old fashioned blossoms. Mrs. Wadell also rendered, *Say Au Revolt but not Goodbye*, in compliment of Mr. Doster who is a veteran of the

with Mr. Doster for years. Also, Mr. and Mrs. Thomas Eversole—Mr. Eversole being a veteran engineer and friend of the family.

There are a great number of railroad people and other folks out here in the middle west to whom Mr. Doster is well known and they all join in wishing the veteran soldier and engineer and Mrs. Doster also, great happiness and prosperity.

ROBERT H. BRENTNALL,
C. E. Div. 234.

Items of Personal Interest

C. C. Reynolds has been appointed road foreman of engines on the Santa Fe Rodendo Junction, Cal., succeeding F. A. Gibbs.

Edward Rickerton has been appointed general foreman of the Canadian National Railways, with office at Port Arthur, Ont.

L. W. Gilbert has been appointed road foreman of engines of the Atchison, Topeka & Santa Fe, with office at La Junta, Colo.

F. A. Gibbs has been appointed terminal road foreman of engines of the Atchison, Topeka & Santa Fe, with office at Rodondo, Cal.

Fred S. Powers has been appointed road foreman of engines on the Toledo & Ohio, with office at Bucyrus, Ohio, succeeding W. A. Jex, promoted.

E. E. Chapman has been appointed engineer of tests of the Santa Fe system, with office at Topeka, Kan., succeeding H. B. MacFarland, resigned.

C. M. Newman has been appointed master mechanic on the Baltimore & Ohio, with headquarters at Washington, Ind., succeeding E. J. McSweeney, transferred.

P. G. Lang, Jr., assistant engineer of bridges of the Baltimore & Ohio, with headquarters at Baltimore, Md., has been promoted to engineer of bridges, succeeding W. S. Bouton.

E. J. McSweeney, division master mechanic of the Baltimore & Ohio, with headquarters at Washington, Ind., has been transferred to Garrett, Ind., succeeding W. F. Moran, resigned.

B. W. Griffith, formerly assistant general storekeeper of the New York Central at Collinwood, Ohio, has been appointed district storekeeper, third district, with headquarters at Collinwood.



Bro. F. B. Doster and Wife

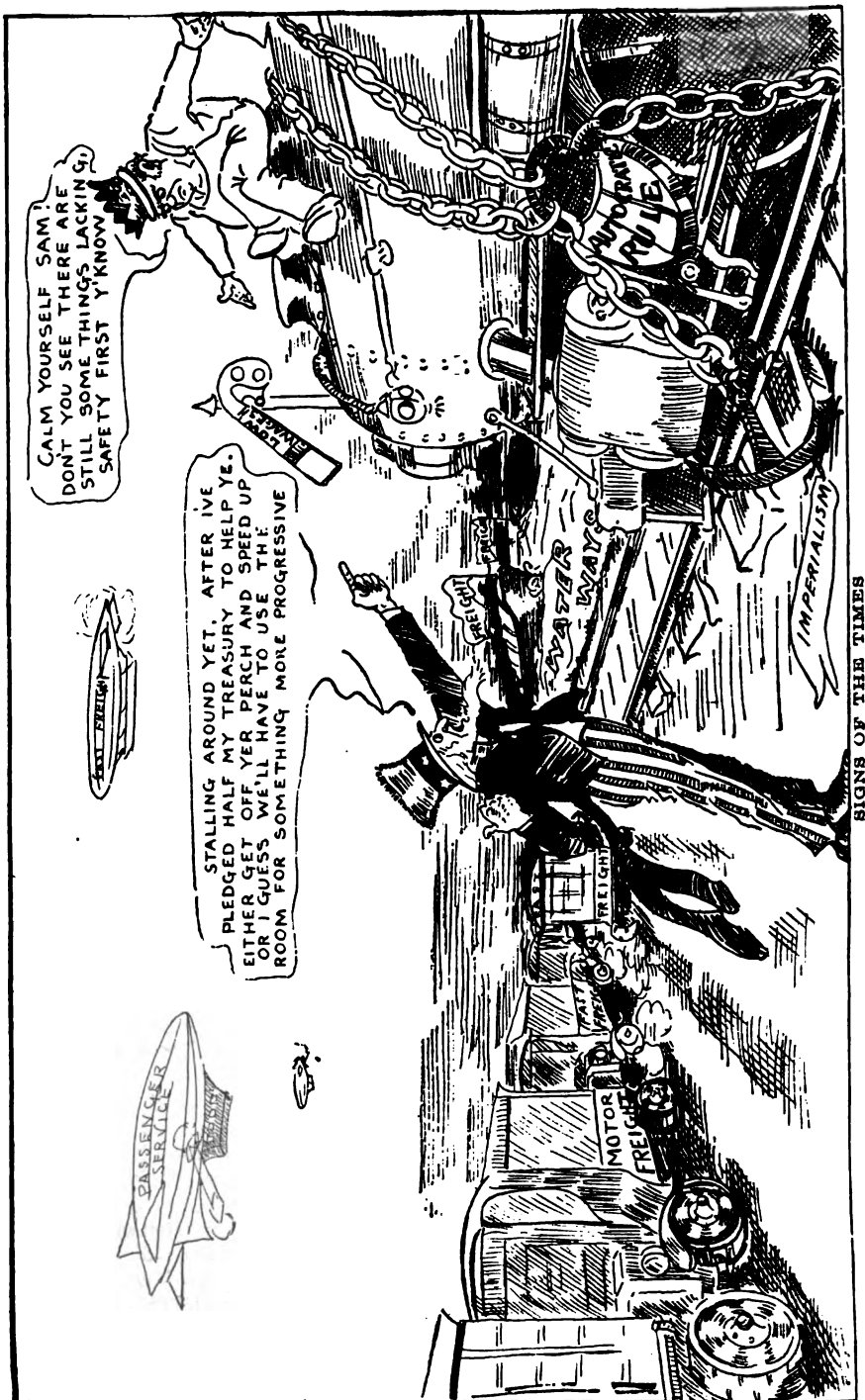
Civil War. After other appropriate musical numbers and a short talk by Dr. Case, of the Methodist church a two-course luncheon was served.

The dining table was centered with a large angel food cake—the "Bride's" Cake—it was decorated with a miniature bride and groom. Orange blossoms, roses, silver leaves and doves and was surrounded with a wreath of asparagus ferns.

At each end of the table were the "groom's" cakes of sunshine variety. Gold rose leaves and figures, 50 in gold icing adorned the cakes.

The "Bride" wore a beautiful dress of white satin and georgette and a corsage bouquet of sweet peas.

The list of invited guests numbered some seventy-five — and interesting among them were Mr. and Mrs. Dan F. Shaffer—Mr. Shaffer was conductor



TECHNICAL

Air Brake and Other Problems Solved

By T. F. LYONS

LOCOMOTIVE BRAKE FAILS TO APPLY

Question. Will you kindly answer the following question on the E-T equipment? Our engines are pooled which, of course, gives us a chance at all of them, and I often find that the engine brake will not apply when making a service application of the brake; some of them will apply with the engine alone, but will not apply when coupled to a train, while others will not apply with the lone engine. What defect will cause the brake to act in this manner and is there anything that can be done while on the road to overcome this trouble?

R. T. N.

Answer. Failure of the locomotive brake to apply may be due to one or more of the following defects, found in the distributing valve or its connections: Pressure chamber not charged; leakage from the application cylinder or chamber; leakage past the safety valve or its spring having no tension; leakage past the application piston packing leather; high friction of the application parts or operating parts frozen. If the pressure chamber does not charge, the automatic brake will not apply, but this will not affect the operation of the independent brake; the reason for the chamber not charging may be due to a stopped-up feed groove or the drain plug of the pressure chamber leaking. Leakage from the application chamber and cylinder, or pipe connections, will prevent the brake applying, or if it does apply, will immediately release when the brake valve handle is returned to lap position. Leakage from the application cylinder and chamber may be found in the application cylinder cap gasket, in the independent or automatic brake valves, in the safety valve, or in the application or release pipe. Leakage past the application piston packing leather may prevent the brake applying, or if it applies, may cause it to release, if brake cylinder leakage exists. High friction in the application parts may prevent the brake applying, especially with a light application, or if it does apply, may prevent the release. To test for

friction in these parts charge the brake fully, then make a five-pound reduction and notice if the brake applies; if it does, move the handle to running position, and if there be an exhaust at the brake valve and the brake does not release, it indicates friction in the application parts; but if there be no exhaust at the brake valve, it will indicate leakage from the application cylinder and chamber. If the brake will apply with the automatic brake valve, but will not apply with the independent brake valve, the trouble is due to leakage in the release pipe, the independent reducing valve stuck shut, no tension on the regulating spring of the reducing valve, the application cylinder pipe stopped up or the safety valve leaking. If following an automatic application, the brake remained applied in lap position, but releases in full release or holding position, it is caused by leakage in the release position, but remaining applied with the independent brake valve in lap position, indicates leakage in the release pipe between the independent and automatic brake valves. In cold weather, where attention is not given to draining of the main reservoir, moisture is carried over the distributing valve, and freezing will prevent the parts moving to application position. The brake applying with a lone engine, and failing to apply when coupled to a train, is due to leakage past the packing ring in the equalizing piston. The reason for the brake applying with the lone engine is, the brake pipe volume being comparatively small, its pressure is reduced quite rapidly, that is, faster than the pressure chamber air can leak past the packing ring in the equalizing piston, therefore a difference in pressure is created on the two sides of the equalizing piston, causing it to move to application position. When coupled to a train, the brake pipe volume being much greater, its pressure may be reduced no faster than the pressure chamber air can leak past the packing ring in the equalizing piston, consequently the pressures will remain balanced on both sides of the equalizing piston, therefore it will not move to application position. About the only repairs that can be made while on the road are to tighten up any loose pipe connections to the brake valves or distributing valve; see that the reducing valve and safety valve are properly ad-

justed. Where the distributing valve is frozen, it is best to thaw out with hot water, as fire is apt to ruin the packing leather in the application piston.

ACCUMULATION OF MOISTURE IN THE MAIN RESERVOIR

Question. A rule in our air brake book requires that the main reservoir be drained at the end of each trip. I would like you to explain where the water comes from that is found in this reservoir, and why more moisture is found at the end of one trip than another, with the same number of cars in each train. Where the piston rod packing in the steam end is free from leakage, according to my reasoning, there should be no water in the main reservoir. I have also noticed there is more water found in the main reservoir where the cross-compound is used than with the eleven-inch pump. Is this because there are two steam cylinders that may leak steam into the air cylinders?

C. H. W.

Answer. The object of draining the main reservoir, as required by the rule, is to prevent the moisture that is collected in the main reservoir from passing into the brake system. The moisture found in the main reservoir, while a very little, or none, may come past the piston rod packing, is taken in with the air at each stroke of the piston. It is, no doubt, understood there is no such thing as an absolutely dry atmosphere, water vapor is present in the air at all times in varying quantities, according to locality, weather conditions, etc.

Water vapor itself can do no harm as long as it remains a vapor, for it is then gas, similar to air in its action as far as air brake operations are concerned.

Moisture which is thus intermixed with the air is in the form of perfectly transparent and invisible vapor until a humidity of 100 per cent, or the point of complete saturation, the dew point, is reached. The saturation point of air constantly varies and is determined by its pressure and temperature. Stated in another way, the higher the temperature of the air, the greater is the amount of moisture which it can contain at a given pressure or volume. The higher the pressure of the air, the

smaller the amount of moisture it can contain at a given temperature. In the compression of air the rise of temperature in all cases far more than offsets the opposite effect of the rise of pressure on the moisture carrying capacity of the air. As air is compressed its temperature rises rapidly, and with each rise of about 20 degrees its capacity for moisture is about doubled; thus, at 60 degrees Fah. saturated air contains about 6 grains of moisture per cubic foot, at 70 degrees about $8\frac{1}{2}$ grains, at 80 degrees about 11 grains, at 90 degrees about $14\frac{1}{2}$ grains, and so on. Thus it will be seen that as the temperature of the air is increased, its moisture carrying capacity also increases. This is why water in the main reservoir will be picked up and carried into the brake system, and there deposited when the temperature of the air falls. If the temperature of the air remained constant, or at the same temperature as it left the reservoir, there would be no precipitation. Hence it is this drop in temperature with which we are concerned. Therefore, where an air compressor is required to work against high pressure, at high speed, the delivered air is heated to a high temperature, and will carry the moisture a greater distance than where the compressor is run at a lower speed. From this it will be seen the importance of running the compressor at moderate speed, with air cylinders properly lubricated, that the delivered air to the main reservoir will be at the lowest possible temperature. Where this condition exists, and the air leaving the main reservoir at atmospheric temperature, all moisture collected in the compression of the air will be deposited in the main reservoir. The probable reason for your finding a greater amount of water in the main reservoir on an engine having a cross-compound compressor than the engine with the eleven-inch compressor is, the work required caused a greater heating of the smaller compressor, hence more moisture was carried over into the brake system instead of being deposited in the main reservoir. The reason why more moisture is found in the main reservoir at the end of one trip than another is due to the temperature of the delivered air as well as the amount of moisture in the atmosphere.

CAUSE FOR HEATING OF COMPRESSOR

Question. Will you please explain why the air end of a compressor will heat even though run at moderate speed and properly lubricated? **ENGINEER.**

Answer. In the operation of the air compressor the power of the steam which is taken from the boiler is converted into work, and the work performed is the compression of air. It is well known that where power is required to do work heat is created, and in the compression of air the heat created is due to the friction of the particles of air as they are being forced by each other, and in this we find the main cause for the heating of the compressor.

As an example of what is meant, let us imagine one cubic foot (1728 cubic inches) of free air raised to a pressure of 90 pounds; we will then find it has a volume of only 242 cubic inches. Putting this another way, desiring to raise the pressure of one cubic foot volume of free air to 90 pounds, it will be necessary to force into this volume six more cubic feet of free air; and, here again, heat is created by the friction of the particles of air as they are forced together or past each other. From this it will be seen that to secure a volume of one cubic foot of air at a gauge pressure of 90 pounds, it will require the air found in a seven-foot volume at atmospheric pressure. The amount of heat created is proportional to the amount of work done; therefore, the temperature of the compressor will be dependent on: First, the amount of air compressed; second, the rate at which the air is compressed; third, the pressure against which the compressor must work; fourth, the temperature of the air as it enters the compressor. Taking these points up separately we find (1) the greater amount of air compressed the longer or faster the compressor will have to work, which means the greater the temperature of the compressor; (2) the faster the air is compressed the higher will be the temperature, as there will be less time for the radiation of heat between the strokes of the compressor; (3) the higher the pressure the compressor has to work against the greater will be the friction between the particles of air during compression, hence the higher will be the temperature of the compressor; (4) the temperature of the air entering the

compressor will very materially affect the temperature of the air delivered to the main reservoir; this difference is very noticeable in the temperature of the compressor during the winter months. There are other reasons for the compressor heating, such as leaky discharge valves, which allow the heated air from the discharge pipe to flow back into the compressor where it again is compressed and heated to a higher temperature; also preventing cool air being taken in from the atmosphere to assist in reducing the temperature of the compressor. Leakage past the piston due to defective packing rings or worn cylinder will permit the air to pass in either direction, consequently less air is taken into the cylinder, and therefore less is forced to the main reservoir at each stroke of the piston. As the piston moves in either direction it compresses, and therefore raises the temperature of the air in front of it; some of this air will leak past the piston and raise the temperature of the incoming air before it is compressed. Each stroke of the piston finds the air that leaks by hotter than that of the previous stroke; therefore, will raise the temperature of the incoming air still more, until finally the compressor is very hot. There is still another reason for the compressor heating due to leakage past the piston; the compressor neither takes in nor discharges as much air as it would if free from leakage, it follows that a greater number of strokes will have to be made to compress the required amount of air; consequently, the compressor will have to run faster and for a greater length of time, resulting in the high temperature of the compressor.

Air passages in compressor or air discharge pipe partially stopped up will increase the back pressure on the compressor, which has a tendency to increase the leakage past the piston, which in turn will cause the compressor to heat. If the discharge valves do not have sufficient lift the effect will be the same as though the air passages were choked. Piston rod packing leaking allows the air above the piston to escape to the atmosphere on the upstroke, and causes heating due to the friction of the air passing the piston rod. Receiving valves leaking or not having sufficient lift, or strainer par-

tially stopped up will cause over-heating, due to the increased number of strokes necessary to obtain the required amount of air.

BROKEN CONNECTION PIPE

Question. If the connection pipe between the two main reservoirs breaks off, and same cannot be repaired, can the brakes be operated on engine or train? C. J.

Answer. Where the standard method of piping is used, the brake cannot be operated on either engine or train, as all air used in both the brake and other air operated appliances, with the exception of that used in the maximum pressure top of the compressor governor, is taken from the second reservoir.

EFFECT OF UNSEATED CHECK VALVE IN QUICK ACTION CAP

Question. Will you please explain the following: Engine equipped with the "H-6" brake valve; quick action cap on the distributing valve; brake pipe pressure eighty pounds. With lone engine, or when coupled to a train, brakes would operate O. K. with any reduction made until the brake pipe pressure was reduced to about sixty pounds.

At this pressure there was a constant exhaust of air at the brake pipe service exhaust port, but the brake pipe pressure did not drop back. Dead engine feature O. K. and was cut out. When testing the brakes on a train of sixty cars, it was found that some of the brakes would release following a heavy reduction. What was the cause for this peculiar action of the brake, and what may be done while on the road to overcome the trouble? W. S. H.

Answer. Your trouble is due to an unseated check valve in the quick action cap of the distributing valve. The duty of this check valve is to prevent brake cylinder air flowing to the brake pipe, whenever the pressure of the brake pipe is less than that of the brake cylinder. An unseated check valve will have no effect on the operation of the brake in service braking until such time as an over-reduction of brake pipe pressure is made, when the equalizing piston in the distributing valve will move to emergency position, carrying with it the emergency valve. This movement of the emergency valve opens a port in its seat that connects

the chamber above the check valve with the brake pipe. Brake cylinder pressure is ever present beneath the check valve; hence, if this valve fails to seat properly, brake cylinder air will be free to flow to the brake pipe whenever the emergency valve moves to emergency position. We might put this another way and say, that where the check valve is unseated and the emergency valve has opened the port in its seat, *main reservoir air*, reduced to brake cylinder pressure, is free to flow to the brake pipe. Where the equalizing reservoir pressure (pressure above the equalizing piston) is less than the pressure being supplied to the brake pipe through the brake cylinders), there will be a constant blow at the brake pipe service exhaust port of the brake valve. The brakes releasing on a number of cars in the train, and not on others, is due to the slight increase in brake pipe pressure, and their auxiliary reservoirs equalizing at a comparatively low pressure, due to long piston travel. As stated above, an unseated check valve will have no effect on the operation of the brake unless the brake pipe pressure is reduced below the point of equalization of the pressure chamber and application cylinder and chamber, therefore to avoid the ill-effect of this defect, do not make an over-reduction of brake pipe pressure. This check valve may be easily removed for inspection by taking out plug in bottom of cap.

EFFECT OF OVERCHARGING OF BRAKE PIPE

Question. With a U. S. standard engine, equipped with H-6 brake valve, when making a release of the brake following an application, and on moving brake valve handle to running or holding position the brakes applied in emergency, is this action caused by the vent valve on the tender? If so, please explain action of same. W. S. H.

Answer. This action, no doubt, was due to the over-charging of the "quick action chamber" in the vent valve account of high brake pipe pressure when brake valve handle was placed in release position. In the movement of the brake valve handle from release to running position the direct opening from the main reservoir to the brake pipe is cut off, and as the feed valve will not open until the brake pipe pressure has

dropped below the point to which it is adjusted, there is an interval of time in which no air is being supplied to the brake pipe. The triple valves throughout the train, having moved to release position, are making a heavy drain on the brake pipe, causing a rapid drop in pressure, and it is this drop in pressure that tends to move the vent valve to emergency position.

THE AUTOMATIC STRAIGHT AIR BRAKE

Question. Will you please say what is meant by the term "automatic straight air," I understand there is a new type of brake on the market and it is called the Automatic Straight Air Brake. Now I can just remember when we had the old type of straight air, but this could not be used with the automatic, and I was wondering if this could be done with this new brake. Any information you may offer will be greatly appreciated. B. L. M.

Answer. The term "Automatic Straight Air" is the name given to a type of brake manufactured by the Automatic Straight Air Brake Co., for which they set forth the following claims:

1. It possesses all the functions of straight air, and yet includes all those of the automatic.
2. It operates in unison with present day brakes.
3. A turned angle cock or stopped brake pipe applies the brakes.
4. Brake pressure is maintained at the will of the engineman at any point desired, either during the application or release of the brake.
5. Certainty of brake application throughout the train.
6. Certainty of releasing all brakes regardless of the amount of reduction or rate of rise of brake pipe pressure, and of quick release.
7. Uniform brake cylinder pressure throughout the train, regardless of varying piston travel.
8. Uniform brake cylinder pressure maintained regardless of brake cylinder leakage.
9. More rapid serial service, application and release.
10. More rapid serial emergency application.
11. Ability to release with any length of train at low speed, without damaging shocks.
12. Elimination of overcharged aux-

iliary reservoirs and consequent undesired reapplication of brakes on forward portion of train after releasing.

13. Full emergency may be obtained throughout any length of train. From one to seven cars may be cut out at any one point in a train without causing the emergency to die out.

14. Full emergency application of the brake is available at any time, regardless of the length of time the brakes have been applied in service, or what brake pipe reduction has previously been made, or what the brake cylinder pressure may be, or whether the brakes have just been released.

15. Certainty of obtaining an emergency application from the rear end of a train, through to the head end, even with the brake valve in full release position, regardless of the length of the train, and without danger of parting same.

16. Full emergency application, immediately following a release when desired.

17. Graduated release made practical on any length of train.

18. With the graduated release feature it is possible for the engineman to increase or decrease brake cylinder pressure, as desired, without fully releasing the brakes, and without the use of retaining valves.

18. No necessity for releasing to recharge on descending grades. The only time a release is necessary is to avoid stopping, and with the graduated release feature, the brake cylinder pressure may be partly or wholly discharged at the will of the engineman.

19. The brakes may be operated with the head end in graduated release and the rear end in quick release, thus permitting a release of the rear brakes in advance of the head brakes, and maintaining the brake cylinder pressure on the head end of the train.

20. Better control of slack action in long trains, as they brake more as a unit, thus increasing safety or operation.

21. A higher average brake cylinder pressure maintained for any given period with 30 to 50 per cent less air consumption.

Recent tests have been made in the handling of heavy tonnage trains with this brake, the results of which, together with instruction pamphlet, may

be had on application to the Automatic Straight Air Brake Co., 210 Eleventh Avenue, New York.

FREIGHT TRAIN HANDLING

Question. We are having an epidemic of break-in-twos here lately; and some of the Brothers have been severely censured, and I would like for the JOURNAL to offer a little advice in the matter. Our engines are equipped with the E-T brake and cross-compound pump, and we handle anywhere from 80 to 110 cars per train, made up of loads and empties, with no attention paid to the grouping of the empty and loaded cars. A peculiar thing about this trouble is, some of our best men in train handling are occasionally getting a draw-bar. Any suggestions you may offer that will be a help to us will be appreciated.

M. R. B.

Answer. Your term "epidemic" is very well applied. Like the whooping cough or the measles, some child is afflicted, only to be followed by all children in the neighborhood, and are we to accredit this to the carelessness of the parents in not protecting their children from exposure to the disease? Is it not a truth that we all get careless, until our fingers are burned, and then we seek a means of extinguishing the fire? This points out the necessity of constant study and alertness on our part that we may avoid the fire. Were it possible to give an iron-clad rule to overcome the trouble you are having, one of the greatest difficulties in freight train handling would be overcome.

There is a wide difference of opinion as to how things should be done, especially in the handling of long trains; for instance, it is recommended on some roads that steam be used while the brake is being applied, and not closing the throttle until the train almost comes to a stop. Others claim this method cannot be carried out successfully. A train of mixed loads and empties offers a great deal of difficulty in the way of smooth handling, and it offers more difficulty the longer the train gets and the more unequal the distribution of braking power is, for the simple reason that a train that is made up with cars having higher braking power all located at the rear, while cars having lighter braking power are located at the front simply creates a condition or makeup of

train that is bad, and all the laws governing the operation of the brake will tend to apply the brakes on the rear harder than on the front and make the train stretch out quickly and produce a strain in the couplers somewhere in the train that tends to part it, and which occasionally does so. To handle a train of this kind successfully requires experience, care and the exercise of good judgment. It requires care in making the initial reduction so that the brake may be applied lightly and the slack stretched gently; the degree of care and the amount of initial reduction will depend upon the rate of speed at which the train is moving when the reduction is made.

It can often happen that the speed of a train is so slow when the first reduction is made that it may be made quite heavy, and the time elapsing between the action of the brakes on the forward portion of the train and those on the rear will be so great that the brake work done on the forward portion will be sufficient to bring the train to a stop before those on the rear have a chance to stretch the slack violently. Where the speed is high, if we can succeed in some way in keeping the slack in the train stretched out, then we may proceed with the brake application without any very great danger of breaking the train in two. Here is where the use of steam while the brake is being applied may work out to an advantage, and, no doubt, there is a good deal of merit in the scheme of keeping the slack stretched while the initial reduction is taking place. But if we do not resort to some method of keeping the slack stretched, when the speed is high, the initial reduction must be light, so that when the brakes take hold on the rear the amount of brake retardation will not be so great but what the drawbars will stand the strain. Where the higher braking power is found on the forward portion of the train, steam should be shut off a sufficient length of time to allow the train slack to bunch before the initial reduction is made, and the stop made with a light application. The use of the independent brake in the control of trains is becoming popular, and, where judiciously used, satisfactory results are obtained. Some engineers either apply it too heavily or, if light enough, do not wait long enough to get

the slack into the rear before applying harder. Again, this part may be done well, but the brake may be held applied to the stop. Its power should always be reduced nearing the stop and completely released if on a slight up grade. Otherwise the compressed coupler springs will run the slack back fast enough to do damage. Where the automatic brake is to be used in making a stop, maintain the maximum speed of train until time of initial reduction of brake pipe pressure. Where the independent brake is to be used in making a stop, allow train to drift, killing better part of speed drifting, and complete the stop with the independent brake.

In all cases apply the rule of good judgment, take time, remember large bodies must be brought to rest slowly; never try to make an accurate stop (I can't; neither can you) a safe stop is preferred.

Another cause for break-in-twos is failure to exercise proper judgment in starting trains. Starting a freight train properly requires that the engine be kept at a slow and uniform speed until the rear car is moving. The distance to accomplish this will vary with the length of the train. Before undertaking to start a train pick out some object, say two car lengths ahead of your engine, and do not move at a speed of over two miles per hour until the engine has reached that point. Try this out faithfully and you will find it another means of avoiding break-in-twos.

In going a little farther into the subject of freight train handling, it may be said that there are many instances in which brake action is not responsible for the break-in-twos, as where cars are allowed to go forward in trains at a time when the condition of their draft-gear would warrant immediate switching to the repair track. Perhaps the inspectors, at this time, are afflicted with an "attack of carelessness."

"Helpful Hints on Modern Locomotive Brakes" is a book gotten up by our Air Brake Editor, Bro. T. F. Lyons. This book is up to date, and of handy, vest pocket size. Price 50 cents. Address, T. F. Lyons, 546 E. 109th St., Cleveland, O.

I. C. Climo, water master of the Burlington & Quincy at Beardstown, Ill., has been transferred to Centerville, Iowa.

When "My Fireman" Put One Over on Me

I was running on slop freight. The winter was bad enough, but the power was even worse; yet, both together had nothing on the coal we were using. Our firemen were quitting in droves and with raw recruits to take their places you know what we were up against. One way over the Division was about all they would stand, and some of them would quit cold on the road, so before January was half gone, most of the engineers were ready for the bughouse. I had unusual success with one fellow who had been with me for two whole trips on the River Division and had learned to know the blower valve from the top water glass cock, and could shovel coal till the cows came home. All I had to do was to hold him in check now and then so he wouldn't get her so full he couldn't shut the furnace door. Yes, I thought he would surely stick it out till spring and I had already remarked to the boys, with no little show of pride, that if they'd treat the firemen right they'd stick. Well, anyway, one night we were called for a drag on the Northern Division. We were having the usual amount of grief that came with every trip, but nothing out of the ordinary. We were just approaching "Butternut Hill" when the fireboy asked me how far it was to Doan's Crossing. I said it was about three miles. He then asked me if we would be going very fast there as he wanted to hand off something, and wishing to be obliging I said I would slack up there for him, which I did, and he didn't do a thing but take his coat out of the seat box and going out the gang way said: "I live about a mile from here on a farm and I'm going to settle down there for life," and off he got. That's all. It was enough, for I felt just like a fellow does when he gets the double cross. J. K.

Franklin Precision Power Reverse Gear

This Power Reverse Gear is designed for precision. It consists of a 10x18 inch cylinder with all parts enclosed. It has ample strength for the heaviest work and is rigidly secured to the boiler. Its valve is attached to the rear end of the cylinder and is controlled by a hand wheel in the cab. This wheel is provided with an indicator showing the

point of cut-off and is connected to the gear by an operating rod. This wheel and rod are relieved of all stresses or shocks in the functioning of the gear. Steam can be used as power medium in emergency.

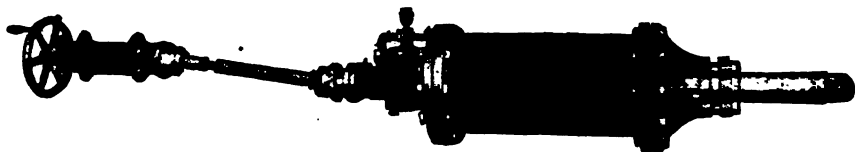
No crosshead or guide are used with this gear, the thrust being taken through the piston.

Unusual and interesting tests of the new Franklin Precision Power Reverse

motive application requires and the cut-off indicator set at its proper relation to the gear. Provision was made for an air supply of 105 pounds. A set of gages were attached to the cylinder compartments for pressure readings, with bleed cocks at each gauge.

Results of these tests showed the gear provided:

1. Accurate micrometer adjustment of cut-off.



Gear, Fig. 1 and Fig. 2, manufactured by the Franklin Railway Supply Company, Inc., were made recently at Franklin, Pa., in the presence of six well-known railroad officers, who participated in the tests and the taking of data and measurements.

The object was to put the gear through tests that would duplicate as nearly as possible locomotive service and to subject it to conditions more severe than would ever obtain on the locomotive itself.

Special testing apparatus was constructed. The gear was secured in the same manner as if applied to a locomotive. Application of the cab control wheel and operating rod was made in the same relative position as actual loco-

2. Stability of cut-off absolutely non-creeping.

3. Pressure automatically set up to resist sudden unbalanced forces and maintain stability of adjustment.

4. All shocks absorbed by air.

5. Minimum air consumption.

6. Adjustment of cut-off with minimum physical effort.

7. When air is cut off, the gear remains positioned corresponding to the last indicator and cannot be changed until air or steam is again used.

Control of cut-off is so important in the operation of locomotives as to fuel consumption and getting maximum power from the locomotive as to fully justify the attention which is being given to this subject.

Interstate Commerce Commission Favors Automatic Train Control

Investigation by the Interstate Commerce Commission of twenty-eight wrecks revealed the fact that eleven of them were due to failure of the engineer to observe and obey signals.

The public press, voicing some short-sighted railway officials, have suggested a more rigid discipline to eliminate wrecks from that cause. The members of the Interstate Commerce Commission, being practical men, who in addition to their practical training have been in close and constant touch with railway accidents of all kinds and are best qualified to judge in the case, are decidedly in favor of the adoption of some system, any good system of automatic control to prevent accidents where the automatic signal or the human element fails.

Automatic signals are known to fail, but unless it be a critical time it causes little concern to the officers. The engineer is going up against the signal department when he reports a signal failure and he knows that before he gets through corresponding with the various officers of the signal and transportation departments, the chances are that it will be proven sufficiently clear to suit the signal officers, and maybe some others, that the engineer's eyes are defective or that he just imagined the signal was wrong since it has responded to every test since he reported it, and if he reports too often he may get the reputation of "seeing things."

The members of the Interstate Commerce Commission know all that. They know that the profession of the railroad officials that they would favor the adop-

tion of any device that would promote safety regardless of the expense is pure bunk. They know that the human element in train operation is its weakest link and to strengthen that link some kind of automatic acting mechanism is needed, and we have that in the Automatic Train Control.

There are many who will argue against its adoption just as many were opposed to the introduction of every other safety appliance that has since become part of the standard equipment of the railroads, but their logic will be lame. Train control devices are now being installed on the New York Central and Southern Pacific Railroads, and the data from the tests soon to follow will be the evidence in the case for or against automatic train control.

We are not concerned in the system adopted, for there are several kinds, but welcome any mechanical aid that will eliminate those wrecks which are vaguely charged to the "human element" and for which the engineers are so often made to suffer the blame, not to mention other disagreeable things that go with train wrecks from "failure to observe or obey signals."

Government reports show that out of fifty-three collisions investigated in one year, twenty-eight occurred where block signals were in use. It is wrecks of this sort that the automatic train control is designed to prevent, and if it only reduced the number one-half it would earn its right to become a part of the standard equipment of an up-to-date railroad.

"Not a Bad Old Horse"

We were running in the chain gang. I caught a train of "hurry up" freight. The engine wasn't much to boast of, but the fireman, an old timer from somewhere, or everywhere, was a humdinger. We were sure taking it out of her and it called for real skill on the part of the fireman to hold her up to the mark. He was so busy that not more than a half dozen words had passed between us during the trip. I grew very anxious during the last twenty miles of the one hundred and fifty mile run, as she was getting to lag when she was called on for an extra effort. The fireman, however, stuck to her as gamely as a bull terrier. Just after he had put in

his last fire, and before I had shut off for the terminal, she popped. The fireman looked over, a smile of real triumph on his face. I nodded my approval of his work with the old dilapidated mill, and just then he came over to say: "It's not a bad old horse than can whinny on the last mile of a hard day's drive."

J. K.

Fuel Saving on the D. L. & W. Railroad

We are informed that a vigorous campaign for fuel economy is being waged on the Delaware, Lackawana and Western Railroad. Some of the popular slogans used are as follows:

"Save the extra shovelful and the tons will take care of themselves."

"Save today by making eight shovelfuls take the place of ten."

"Try to evaporate the maximum amount of water with the least amount of coal."

"A successful fireman is the one who shovels the least and accomplishes the most."

It is an encouraging sign that some railroads are trying to improve fuel economy in locomotives. The very worst conditions of railroading are present when the company doesn't care about the quality of the service, for with that indifference goes neglect in the quality of fuel, the upkeep of the power and many other things that go to increase the trials of the enginemen.

So we will watch the progress of the fuel saving campaigns already begun on several roads with a growing interest, for we believe that the troubles of the engineers are least when conditions that are favorable to fuel saving are best.

We are not unmindful of the fact however, that the problem is not strictly a mechanical one, for the human element enters largely into it. Perfect mechanical conditions are essential to fuel saving, but there is a measure of team work needed between the men on the engine that should not be overlooked, besides which there is a degree of co-operation between the various department officials necessary to successful fuel economy in a large way.

It is up to the railroads to remedy this fault. If they will direct the work of their operating officials to perfecting operation and discontinue meddling with the wage question, they will restore a

spirit of loyalty and interest in the minds of the men that has long lain dormant, if not actually dead, as a result of a policy of railroad management which has ignored the principle of co-operation as well as the importance of the human element in the operation of locomotives and trains.

The recent departure of the D. L. & W., one of the best, if not the very best road in the country, is sure to bear good fruit, and anyone who is familiar with the situation as it exists today, as compared to that of some years back, will welcome the change, for, after all, the fact remains that the human element rather than the mechanical one is in the greatest need of consideration at present if economy and efficiency in locomotive and train operation is to be placed on a plane consistent with the needs of the situation.

Automatic Drifting Valve

This appliance (cut of which appears here) is to admit live steam from boiler to live steam passages after the throttle has been closed, and engine is drifting, to prevent carbon in cylinders and valves and to prevent smoke box gas from being drawn into cylinders by the action of the pistons; also to provide for a flow of live steam to cylinders so as to maintain uniform piston pressure regardless of the rate of speed; also to

automatically operate a blower to raise smoke when engine is drifting, shut off the flow of live steam and open relief valves when engine comes to full stop.

The following is an explanation of the operation of the different parts, of which there are three.

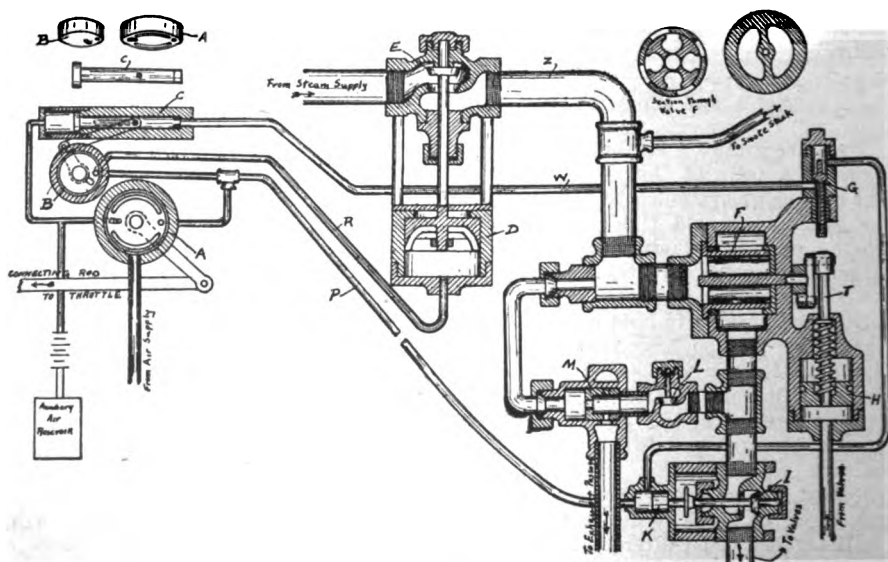
The part shown on the left is an air pressure distributing valve—connected to throttle lever, or crank, as the case may be—consisting of two rotary valves A and B and a piston C as shown, and is piped to connect to pistons D and through pipe P to cylinder K, then to check valve G to pipe W back to piston C.

The part in the middle is an air operated steam supply valve and is connected to the back of the boiler above the water level and piped to valves F and M.

The part shown on lower right is a combination of intercepting valves and is connected to main steam pipe between superheater header and valves either left or right side of engine.

When closing the throttle port in valve A is brought into register port leading to air pipe P and back through T in pipe P to valve B which connects pipes P and R, and air pressure reaches cylinder D through pipe R, causing piston now to raise valve E.

Steam from valve E now flows through pipe Z into F and by the time the steam pipe pressure reduces to below 15 pounds per square inch, piston H oper-



ates valve F so that it will open wide, if speed is high when drifting started, and not so wide if speed is low.

Steam also flows, but in much smaller proportion, from pipe Z around through pipe shown into valve M, pushing valve M forward and then through a very small hole in M to exhaust passages, and at the same time holding down check valve L.

When speed of the engine reduces, this causes pressure in steam passages to build up, and this building up of pressure gradually raises piston H, and the raising of piston H operates a crank on the stem of valve F which in turning partly reduces the size of the live steam opening, so that live steam then flows through a smaller hole. (Openings are shown in cross section of valve F above in drawing.)

When the engine comes to a stop, valve F not making a tight joint and the leakage from same builds up steam passage pressure so that piston H is forced all the way up unseating check valve C and air pressure flows past it from pipe P to pipe W, which pressure acts on the right hand end of piston C (the pressure on left end of piston C having been allowed to reduce to zero by the exhaust port in left side of rotary valve A at the time throttle was initially closed) which acts to push piston C to left, causing valve B to place slot shown in section of rotary valve over port connecting to pipe R and pressure under piston C goes to exhaust, allowing valve E to close and cut off steam supply.

The cutting off of the steam supply causes pressure in pipe Z to reduce quickly through blower pipe, and since there is trapped steam in steam passages and consequently under check valve L this trapped pressure raises check L, pushes valve M to left when it will then reach exhaust passage through a large opening left by valve M moving back.

Piston K holds valve I open so that back flow from cylinder or steam passages cannot close valve I, and so it will be seen that engine cannot get steam enough from a leaky throttle or any other source, to move herself when brakes become released.

The auxiliary reservoir under valve A is for the purpose of overcoming the difference between the time the steam was shut off by the main throttle and

the time it takes for steam pipe pressure to fall below about 15 pounds.

Any further information will be furnished upon request to interested parties. Have applied for patent in United States and Canada.

For further information address P. B. Kamedish, 114 Morley Ave., Winnipeg, Manitoba, Can.

Questions and Answers

By JASON KELLEY

Question. Is there any difference in the size or setting of valves for passenger and freight engines? If so, why, and explain how the results are gained?

Answer. There is a difference in the lap of valves, the passenger engine having a trifle less of both exhaust and steam lap. There is also a difference in the manner of setting of valves, the passenger engine being given most lead. This is done to afford a good percentage of boiler pressure in the cylinder at the beginning of the piston stroke at the high speed of passenger engines, which is not necessary in the slower freight engines. The lesser inside lap also provides for an earlier exhaust in the passenger engine which is needed to keep the back pressure as low as possible, as speed is the thing sought, and back pressure hinders piston speed. Hauling power is the chief requirement of the freight engine, for which reason less lead opening and a later exhaust is provided for, both in the setting of the valves and in the greater amount of steam and exhaust lap of the valve itself.

Question. We have a type of Power Reverse here on passenger engines that was recommended not to creep, but they all do just the same, and some so bad you really have little control over the valve movement. Besides, that, the creeping action is annoying. They were not so bad at first, but the longer they run the worse they get. I am told there is the same trouble on other roads using the same and other reverse gears. What is the cause of the creeping?

Answer. Lost motion in the connections of the gear.

Question. I have read advice for engineers to place reverse lever in full stroke after shutting off steam to avoid drawing smoke into cylinders. In what

way can smoke and cinders be drawn from front end into cylinders when engine is drifting? It seems as though the circulation would be the other way unless engine is reversed after shutting off. What difference can there be in the position of the reverse lever?—**ENGINEER.**

Answer. When throttle is shut off and engine drifting, it makes a lot of difference in what position the reverse lever is so far as the drawing of smoke from smoke box is concerned. Say the lever is set for an 8-inch cut off. That means the valve will close the steam port when the piston has moved 8 inches from the end of the stroke. Now the lap of valve closes the port and keeps it closed while the piston is moving about 10 inches more, during which time there is a vacuum created in the cylinder. At this point, after the piston has traveled 18 inches, the valve opens the exhaust communication between cylinder and smoke box and a downward rush of air and smoke and gases from front end takes place to fill that vacuum and this "suction," it is usually called, continues until the end of the piston stroke.

You must understand the shorter is the cut off the longer is that period between the cut off and the exhaust, thus making a lower vacuum that causes a greater "suction" down through exhaust passages from front end. If the lever is in full stroke after shutting off on a 26-inch stroke engine the valve would not get to cut off position until the piston had gone about 22 inches of its 26-inch travel, leaving but 4 inches in which to produce the vacuum and the exhaust, too, before completing the stroke, while if the lever was left in a 6-inch cut off position the cut off would take place at 6 inches of the piston travel, and the exhaust at about 15 inches, giving 9 inches in which the piston would be creating a vacuum that must draw a lot of smoke from the front end.

This is one of the greatest sources of trouble in cylinder lubrication today, made worse than formerly from the fact that with the modern locomotive it is impossible to let the lever down to the full stroke as formerly, partly on account of the heavier machinery and partly on account of the heavy free moving

piston valve which exerts such a great pull on the reverse lever.

Question. Would like to know how to tell on which side the valve strips are blowing on Richardson balanced valves?

Answer. This may be done in two ways. One a standing and one a running test. When engine is moving slow as at starting, place hand or foot on valve rod and if it vibrates unusually, that will show that the valve strips below on that side.

The standing test is made for both sides, with the engine standing on the quarter on the side tested, and after giving steam try to work the lever. If the lever works harder than usual or harder on one side than the other, the trouble will be with the valve on the side that is on the quarter position when that is shown.

There are two reasons for the valve being harder to move on the side the strips blow. One is that the lubrication is not so good, as much of the oil is carried away through the leak and does not come in contact with the wearing surfaces. Another reason is that as the strips are placed on valve to keep the steam from the top of valve and thus effect a balance when the strips blow the steam get to the top of valve and destroy the balance of it, which of course also makes it harder to move than the other valve which is not only better lubricated, but in better balance as well.

Question. How can I tell whether an engine has inside or outside admission valves? I know it can be told by the way the valve rod is connected, but don't know just which way that is?

YOUNG RUNNER.

Answer. With a valve having outside admission the valve rod is connected to the combination above the latter's connection to the radius rod. With a valve having inside admission the valve rod is connected to the combination lever at a point below the latter's connection to the radius rod.

Heavy Train Was Easily Handled

A complete report of the test train composed of seventy 100-ton coal cars, loaded to capacity and equipped with the Automatic Straight Air Brake, which left this city at 8:19 o'clock Saturday afternoon, has been received here. Success in its highest degree marked the unprecedented run of this long train.

Leaving Bluefield yards the brakes on all the cars were placed in what is technically known as the graduated release. The first application of the brakes was made at the east end of the yard, in order to bring the train to a stop to take on the caboose. This stop, despite the great length of the train and steepness of the grade, was made as smoothly as an ordinary stop with a passenger train. After the caboose was attached the train ran to the foot of the grade at Glen Lyn, twenty-two miles, and thence on to Lurich, two miles further, where a stop was made for water.

Here again the stop was made smoothly and gently. On the run down the grade the train was ever under perfect control, the engineer "graduating" the brakes on and off as the speed indicated should be done. This speed varied from about twelve to thirty miles an hour. As far as any spectacular features were concerned, the run was as uneventful as that of a regular passenger train.

That the brake requires no special manipulation other than the skill required for handling the ordinary brake was demonstrated by the fact that Engineer J. J. Chapman, who had been assigned to the run, had had no previous experience or training in the handling of this type of brake. And yet he handled the brake and train down the steep mountain grade with the same ease with which he might have handled a short passenger train. In this connection it is interesting to note that on Friday, when it was learned that Engineer Chapman had been assigned to this test run, it is alleged a self-constituted committee of men who seemed to take great interest in the event visited the engineer at his home and presented the dangers of the undertaking in such vivid colors that Mrs. Chapman is said to have become much frightened and tried to dissuade her husband from accepting the assignment.

The alleged committee is said to have set forth the certainty of a run away and "break-in-twos" with great positiveness. But Mr. Chapman thought if so many visiting engineers were willing to risk their necks on the so-called foolhardy trip he could not afford to show the white feather. And now he is glad he did not, as he had the honor of having taken the heaviest train down the Bluefield hill that has ever run there or

elsewhere over such a grade, where the train was controlled by air brake alone. The hand brakes having always been used heretofore to assist the air brakes under such circumstances.

At Lurich an extra engine was attached to assist the train up the grade along New River to Walton. At Walton one more engine was attached to assist the train to the summit of the Alleghenies at Christiansburg, as three locomotives were required to haul this 9,000-ton train up the grade. At the summit the helping engines were detached and again Engineer Chapman handled the train with ease down the slope of the mountains and over the undulating tracks into Roanoke. On this last lap of the run the train was handled in perfect harmony, devoid of anything of the spectacular.

Arriving at Roanoke the very enthusiastic group of visitors dispersed to take the story of the phenomenal air brake performance to their homes which are scattered from the Atlantic Coast to the other side of the Rocky Mountains.
—*Bluefield Daily Telegraph.*

Still He Runs a Railroad

A railroad president was being questioned the other day in Washington by an attorney for the Railroad Administration. Listen!

The railroad president: "If we had had control of our own property we would not have raised wages during the war as much as the government did."

The attorney: "Were wages raised more than those in other industries?"

A.: "Yes."

Q.: "Were they raised more than in the Steel Corporation?"

A.: "I do not know."

Q.: "Can you name a large business in which they were raised less?"

A.: "I cannot."

Q.: "Can you, from your own observation in the neighborhood where you live, say that any class of labor—the bricklayers, for example—were raised less?"

A.: "I cannot say."

The lawyer: "Will you be good enough to explain, if you know nothing whatever about the subject, how you dare come here and charge that the American government raises were unreasonable?"

The president: "That is my impression."—*Cleveland Press.*

Train Rules—Standard Code

BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

Pittsburg, June 25, 1921.

No. 23 is a northbound first class train. The time table gives No. 23 but one time at any station. The following order is given: "No. 23 run 50 minutes late A to H and 40 minutes late H to Z." A claims that this order gives No. 23 two times at H; an arriving and leaving time, and that No. 23 must arrive at H 50 minutes late. B claims that it does not give No. 23 two times at H and that No. 23 is not required to arrive at H 50 minutes late. M. C. S.

Answer—No. 23 must leave all stations 50 minutes late until it arrives at H and as no arriving time is shown on the timetable for No. 23 at H, it can arrive there as soon as possible after leaving last station in rear of H 50 minutes late. That is to say, that portion of the order which directs No. 23 to run 50 minutes late expires when No. 23 leaves the last station before it arrives at H, 50 minutes late. No. 23 is required to leave H 40 minutes late and is also required to leave all stations between H and Z 40 minutes late, but it can arrive at Z as early as possible after leaving Y 40 minutes late. The time in a run late order applies only between the stations mentioned in the order. Time in a schedule, when leaving time only is shown, applies at the switch where an inferior train enters the siding. The same is true with respect to an arriving time when one is shown on the timetable at the last station named in the order.

Harvey, June 20, 1921.

Please explain when and where a schedule of the new timetable takes effect.

E. W. F.

Answer—A schedule of the new timetable takes effect at its leaving time at its initial station on a division after the timetable takes effect, except that when a schedule of the preceding timetable corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the

new timetable, a train authorized by the preceding timetable will retain its train orders and assume the schedule of the corresponding number of the new timetable. Therefore, in the second case the schedule of the new timetable takes effect when the new timetable takes effect at and from the point where the train of the preceding timetable finds itself at time of change, providing that the schedule of the new timetable is due at that point, otherwise, it takes effect when it is due at that point.

To sum up, there are only two ways in which a schedule of the new time table becomes effective: (1) At the time it is due to leave its initial station after the time table takes effect, providing that there is no schedule of the same number on the old time table, or that the schedule of the old time table does not correspond as required. (2) When schedules correspond as required, the schedule of the new time table takes effect from the point where the train of the old time table finds itself at time of change.

Dayton, Ohio, June 18, 1921.

Order No. 22, "Engine 26 meet extra 30 east at J and run extra to L and ahead of No. 1 engine 3."

Engine 26 received this order at J. No. 1 received it at H. Assuming that engine 26 had no running order except order No. 22 I would like to ask if the order is sufficient and properly worded? Is there any initial station named in the order?

In the absence of further information, except that contained in the order, where would No. 1 be expected to assume that extra 26 west would start to run ahead of No. 1? H. J. R.

Answer. The order quoted is not standard and is imperfect in that it fails to give an initial station for extra 26, except by inference, which is not good practice.

It is permissible to combine the different forms of train orders when it can be done without changing the information which is to be conveyed by such forms. In this case the words, "Engine 26 meet extra 30 east at J," are improper because engine 26 has not been created as an extra train and therefore has no standing to execute an order. The words, "and run extra to L," are not authorized, as the form for extra movement provides that the point from

and to shall be named. The proper way to have handled the case would have been to give the following order: "After extra 30 east arrives at J engine 26 run extra J to L ahead of No. 1 engine 3."

Rule 201 provides that train orders must be brief and clear and in the prescribed forms when applicable. An order as quoted by our correspondent cannot be considered "clear," and is certainly not in the prescribed forms.

Boyce, La., June 8, 1921.

We are working under the Standard Rules on a division of 207 miles, composed of two subdivisions.

A new time table went into effect at 12:01 a. m. June 5th showing that train No. 25, a first-class train A to Z, leaving A at 7:15 a. m., arriving at X at 3:35 p. m. leaving X at 5:30 a. m. next morning, arriving at Z at 6:00 a. m.

I claim that this is two trains of the same number and class on the same date and day.

I also claim that an inferior train leaving Z at 5 or 6 a. m. will have to meet two No. 25's on the same day and date, on the same subdivision, which cannot be done according to Standard Rules.

A MEMBER.

Answer. You are wrong this time. Not more than one schedule of the same number and day shall be in effect on any division or subdivision. This means that not more than one schedule of the same number and day shall be in effect over the same portion of a division or subdivision.

It is unusual to schedule a train in this manner, but it can be done without violating the rule. Without such an understanding of the rule a train of the preceding time table could not retain its train orders and assume the schedule of the same number and day of the new time table. The rule is to prevent two schedules, when time tables change, from being in effect over the same portion of a division or subdivision.

When a schedule of the new time table corresponds as required with a schedule of the old time table, a train authorized by the old time table may retain its train orders and assume the new schedule. In this case the new schedule cannot authorize a train, but it can provide movement for a train which was authorized by the old schedule.

Fort Worth, Texas, July 1, 1921.

Train No. 1, a first-class train, scheduled to run over a division from A to Z on time table No. 1 due to leave A at 11 p. m., due at F at 11:59 p. m., new time table No. 2 taking effect at 12:01 a. m., June 11th; No. 1 due to leave A at 12:30 a. m., due at F at 1:29 a. m.

At 12:01 a. m., June 11th, train No. 1 which was authorized by the preceding time table finds itself at station F. Can it assume the schedule of train No. 1 on the new time table, and after waiting until the schedule is due to leave at 1:29 a. m., proceed on the schedule of the new time table? It being understood, of course, that No. 1 of the old time table and No. 1 of the new time table correspond in number, class, direction, initial and terminal stations.

In other words, a ruling is desired as to the meaning of the phrase, "day of leaving."

A READER.

Answer. No. 1 cannot run on the new time table schedule from F unless it is given an order to do so. That is to say, No. 1 of the old time table is a train of the 10th while schedule No. 1 of the new time table is a schedule of the 11th.

The American Railway Association has made two rulings on this subject. The first one stated that the words, "day of leaving" referred to the days of the week on which a schedule is effective as indicated in the column as "daily," or "daily, except Sunday," etc. A year afterward they discovered the blunder and ruled that in case a train of the old time table was due to run "daily, except Sunday," and on the new time table, "daily," the train of the old time table could assume the new schedule. This tacitly set aside the first ruling. That is, the words do not refer, to the correspondence of column headings, as to "daily," etc. The only logical understanding is that the words refer to the date. This is substantiated by the fact that the old rule had no date reference and there was much misunderstanding about the date. The new rule was constructed to take care of that feature and settle the date question over which so many arguments had arisen.

"Standard Train Rule Examination" is the title of a book gotten up by George E. Collingwood, Train Rule Editor of the JOURNAL, the tenth edition of

which, in revised form, has just been completed.

The price of the book is \$2, postpaid. Address 407 Crittenden avenue, Toledo, Ohio.

Filling a "Long Felt Want"

I met an old engineer friend of mine recently carrying a fiddle box, and noting that I appeared a bit surprised for I had never known him to display any musical talent, he told the following story.

"I see neighbor," said he, "that you're a bit surprised to see me with this fiddle case, but let me explain. You see I always had a kind of desire for a violin since I heard a feller play one in a street band that came to our little country town up in Michigan when I was a kid. But money was the scarcest thing in the world for me then, so I didn't say a word to anyone but mother, and she cautioned me to not say anything to dad, as she said he didn't have much of hankerin fer music of any kind, and as times were hard I'd better wait till I was a man and could buy one with my own money. I tried my best to do as mother said, but the desire grew upon me so that one day when dad and I were digging potatoes I mustered up courage to ask him if he'd buy me a fiddle. I never will forget the withering glance he gave me and this was his reply: "William, if you can show me anyone that kin fiddle and kin do any other consarned thing in the world, that's any good, then I'll buy you a fiddle." Of course I couldn't show him so I had to wait until I got able to buy one myself, and that's what I'm doing today, and here it is. After a fellow passes fifty he may not be able to learn much about music, but I've got the fiddle, and I know I'll get a lot of pleasure practicing even if I never do play a real tune."

My friend was as well pleased with his purchase as a seven year old boy would be with his first pair of red topped boots, and after we had parted and I had courteously expressed to him the hope that he would enjoy his violin I hardly knew which to sympathize with most, my friend or his neighbors. But the boy within him was satisfied. The boy that "heard the feller in the street band in the little home town in

Michigan," forty years before, had at last realized his ambition and was happy, and that was the main thing after all.

Official Blundering Often to Blame

Ninety-five per cent of the unsafe conditions on the railroads are due to the "Don't knows" which in due time brings about violation of the rules, inefficiency in the ranks and "chance takers." If you were in actual service for a few months you could appreciate in a very short time that most of the rule violations and "chance takers" are often due to inefficient local officials. The higher officials are demanding that certain trains make the time and the local officials are urging the men to do their utmost and wink at violation of certain rules until we have trainmen who regard "make the time" as more important than all of the rules.

In regard to the foregoing the writer will attempt to give you a description of a very funny accident that happened in the Southwest, on one of the Big Railroads that prided themselves on having everything "STANDARD." There had been complaints about delays at water tanks, taking water, as the water tanks were small and the delivery pipe was only four inches in diameter. In addition the new delivery pipe had a goose-neck bend instead of an ell where the pipe entered the spout (I am a little ahead of my story), the new water tanks were increased to more than double the capacity and the delivery pipe increased to eight inches in diameter. The result was the fireman couldn't hold the water tank valve wide open and keep the spout in the man-hole at the same time. This resulted in more delay than the old tanks did. In a short time several firemen were injured by being knocked off the tanks while taking water. One had his back injured and was off several months. Finally the Superintendent of Water Service was sent out to see what the trouble could be. And fortunately he was sent out with the writer, who was pulling the Limited at that time. But it turned out to be rather unfortunate for the Superintendent of Water Service, as I insisted that he take water and show the fireman how to do it. The Superintendent of Water Service was a big, tall man, about six

feet and four inches in his sockless feet, and weighed about one hundred and ninety pounds. In fact, he was long, lean and lank. When he got the spout planted squarely in the manhole I said to him: "Try to keep the spout in the man-hole and pull the valve wide open." The fireman and I got upon the front end of the tank where we could see the fun, for we knew what was going to happen and we were not disappointed.

The Superintendent of Water Service stood on the spout with both feet and pulled the valve wide open. In less than ten seconds the spout was flying around in the air like a feather in a Kansas windstorm. No jumping jack ever cut more figures and no cartoonist could have done justice to the situation, not even John McCutcheon. Laugh! Why, my dear sir, the fireman and I nearly died and we were not the only ones. The Mail Clerks, Express Messenger and part of the passengers with the train crew were looking on, for I had tipped the conductor to keep his eye peeled. I wish you could have seen that long, lean and lank pair of legs dangling in the air and heard him gasp every few seconds, "Shut her off! Shut her off!" Finally, after losing enough water to fill the tank several times, he let go of the chain and dropped down straddle of the spout. He couldn't have been wetter if he had been soaked in the river all night. After he had recovered enough to talk I said to him: "It looks like the Water Service Department was trying to find some additional way to hurt the firemen." He replied: "I don't care. That's what the blue print calls for." I called his attention to a water tank of similar conditions, on another railroad, but pointed out that they had a ten-foot pole arranged to give a nine-foot leverage on the water valve and that it was no trouble to take water. Notwithstanding this our tanks were never changed.

The point is this: The men responsible for locating the derails, the home signals, the order boards and many other things connected with train movement "don't know" or understand what are the vital things that are needed to promote safety in train movement. Above all other things the brakes are of the most importance and here again we have men in charge who do not understand the vital relation of modern heavy

equipment handled with ancient, we might say prehistoric, brakes. They may know from theory, but that is entirely different from actual practical experience learned in the service, and theory does not stop trains. And on roads that have good Traveling Engineers and Air Brake Men, they are under the mechanical and car department. In other words, they report to and receive instructions from men of inferior ability, when it comes to anything connected with train or engine movement. We can never have any safety in train movement until the practical men, who are behind the gun and shooting it, have a voice in these matters. Who are better equipped to point out where and how signals should be located; where derails should be located; in what distances trains can usually be stopped and the condition the brakes are in, on the trains he is handling, than the Engineers?

THE OBSERVER.

Another Argument in Favor of Co-operative Banking

The *Daily Herald*, the great London labor newspaper, announces the removal of its bank account from a capitalist bank to the Cooperative Wholesale Society Bank. The big British Labor unions have also placed their funds in the Co-operative Society's Bank. There is a reason.

When the big British railway strike of 1919 broke, the capitalist banks refused to let the labor unions withdraw their funds for strike purposes. They simply refused to honor the checks of the unions. The Co-operative Society's Bank came to the rescue over night. It extended credit to the labor unions, and the co-operators' printing plant hurriedly ran off special vouchers or checks which the unions used until the strike was satisfactorily settled.

No matter what strike emergency the next week may bring about in Britain, the labor unions know that their funds are safe in the Co-operative Society's Bank, and that it will stand behind them to the limit. The Co-operative Wholesale Society's Bank is one of the strongest financial institutions in England. It did a business of \$2,500,000,000 in 1920, numbering among its customers 6,500 trade unions, benevolent societies, workers' clubs, and cooperative organizations.



WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editors not later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editors reserve the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to Mrs. E. H. TURNER, 4944 McPherson ave., St. Louis, Mo., and matter for the Grand President, to Mrs. M. E. CASSELL, 1497 Alameda avenue, Cleveland, O.

For the Grand Secretary, Mrs. ERYN E. MERRILL, 4229 West End avenue, Chicago, Ill.
For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 7612 Rogers ave., Chicago, Ill.

Notice from Grand President

It is with great sorrow that I announce to our members the death of our beloved Grand Secretary, Sister Effie E. Merrill, which occurred suddenly at her home in Chicago on July 8th.

Her demise was so unexpected that the news was a shock to relatives and friends. Personally, I feel that I have lost a dear friend, one, whose judgment was of the best, and whose advice was always good. Her pleasant personality and cheery disposition endeared her to all with whom she came in contact.

The Order has lost a conscientious, efficient officer and the loss will be keenly felt. The magnificent floral emblems sent to the home bore mute testimony of the love and esteem in which she was held, while the splendid tribute in the words of the minister and the singing of the male quartette at the funeral touched the hearts of all who were there.

So we laid her to rest, in a beautiful place where the birds will sing sweetly all day. The soft winds will carry our

message of love. For we know she is "Only Away."

The vacancy made in the official ranks of the Order has thrown an added responsibility upon the Grand President, but as all other emergencies have been met, we must meet this one and after careful thought the resignation of Sister Turner as Grand Vice President has been accepted and she has been appointed to fill the office of Grand Secretary.

We have also accepted the resignation of Sister Hienerwald, Grand Chaplain and have appointed her to the office of Grand Vice President.

We sincerely ask the entire membership to accept these appointments and show your loyalty by giving your support and respect to these well known sisters in the new work assigned them.

I also ask that the Divisions exercise patience and allow time for readjustment.

It will take a few weeks to move the office of Grand Secretary from Chicago to St. Louis.

All mail for the Grand Secretary for the present will be sent to Ella D Turner, 4944 McPherson Ave., St. Louis,

Mo., and matter for the Journal will be sent to Elizabeth Hienerwald, 3801 Fairmount Ave., W. Philadelphia, Pa.

The office of Grand Chaplain will be filled later. May we all work together in harmony and accept new conditions, that the work of our beloved Order may not be retarded.

Faternally,

MARY E. CASSELL,
Grand President.

Summer

"Just a Memory"

As I sit within the shadows
Of a spreading willow tree,
And breathe the fragrant balm of nature's joy,
How the memories of childhood
Cluster 'round me and I see
The scintillating picture of a boy.

Now I listen to the murmur
Of the brook that ripples by,
And it sings a song of far-off memory.
And I hear the gentle rustle
Of the leaves upon the bough
As they seem to kiss their lovelies tenderly.

Oh, what joy and oh, what gladness
Seems to cluster round me there,
As I watch the fleeting shadows come
and go.
What a joy to know the freedom
Of the woodland and the glen
And to listen to their music soft and low.

There is joy in every shadow,
There is mirth in every ray,
And the frolic of the sunbeams as they
play,
On the golden-crested ripples
Of the brook, this happy day,
As it sings and laughs and dances on
its way.

I can hear the plowman singing
In the fields beyond the glen,
And among the flowers I hear the honey-
bee.
While the meadow lark and curlew
From the meadow lands below
Seem to fill the world with songs of
melody.

Now the evening shadows gather
As the sun sinks down to rest,
And I hear the farmer calling soft and
low
To the lowing kine, now winding
In the footpath round the hill,
Where the wild rose and the honeysuckle
grow.

All is hushed in evening stillness,
And the day has gone to rest,
But my heart is filled with reverential
joy,
And I long to keep the fragrance,
And the wondrous melody
Of that scintillating picture of a boy.

G. W. CHISHOLM.

Vacation Time.

Now that the heat of real summer is on us, all who can, should take a vacation and come back to their work refreshed for the months ahead of us in the next year. We are anxious for every one to be alert and active during the fall and winter and do their best to win out in the big membership drive which is now on in real earnest. After all have recovered from the heat of summer we are sure they will want to be active in this as along all other lines of G. I. A. activities. With the coming of fall, comes the opening of schools and then, even the mothers can, and will, I am sure, enter into this work with such a vim that our order will grow so rapidly it will surprise the most optimistic. We want to show our loyalty to our Grand President by getting behind every movement she suggests and as this was her first, let's make things boom. Our gain for the second quarter was one thousand and twenty four and we now number over thirty thousand but still hundreds are out of the fold and should be brought in. DO YOUR BIT.

G. V. PRESIDENT.

Magellan Straits Discovered 400 Years Ago in November

Santiago, Aug. 25.—Many American nations, as well as Great Britain, Spain and Portugal, are to be formally invited soon to participate in the national festivities in November and December, in commemoration of the 400th anniversary of the discovery of the Straits of Magellan.

The festivities will center principally in Santiago and Punta Arenas, the latter the world's southernmost city, where the occasion will be marked by inauguration of important public works, including port improvements, light-houses, in Smith Channel, a highway between Punta Arenas and Natales, on the South Atlantic coast, and laying of a cornerstone of the Punta Arenas University.

King Alfonso of Spain will be represented by the Infant Don Fernando of Bavary who, according to present plans, will travel aboard a Spanish warship via the Panama Canal, arriving in San-

tiago in November. It is expected the foreign delegations will visit the straits in December, when warships of the Chilean navy will be assembled there. It was through these waters that Ferdinand Magellen, the Portuguese explorer, first passed in November, 1520.

Women Police Make Good, Reports Show

London (by mail) — Policewomen, who have been on a year's probation, have proved of very real service to the country, according to the annual reports of Sir Leonard Dunning, inspector of constabulary, just published.

"The employment of women on police work," says Sir Leonard, "like any other novelty, has been and is the subject of much difference of opinion. But there is no doubt that with regard to two evils—juvenile crime and immorality—the preventive work of the policeman can be better accomplished by a police-woman. Her very sex gives her influence over the child whose mischief has brought him under the notice of the police before the mischief takes the form of crime, and over the mother to whose neglect the offense of the child is so often due.

"She can speak to the giddy girl before her giddiness makes her slip down the first step to ruin, as no man can speak without risking the accusations of undue interference which have so often stopped the efforts of the police to save them from themselves."

Truth

"Thou must be true thyself if thou the truth would'st teach;
Thy soul must overflow if thou another's soul would'st reach:
It needs the overflow of heart to give the lips full speech.
Think truly, and thy thoughts shall the world's famine feed,
Speak truly, and each word of thine shall be a fruitful seed,
Live truly and thy life shall be a great and noble creed."

RALPH WALDO EMMERSON.

Tennessee State Union Meeting

The Tennessee State Union Meeting on June 23rd. and 24th., was one of the most interesting ever held. It was called to order by Sister Spillane, President of Division 159, Memphis, which divi-

sion was hostess to the large body of Sisters assembled. The State President, Sister Caldwell, of Knoxville, was brought in with a beautiful form by the officers of 159.

The aisle through which the guide escorted Sister Caldwell was formed by the officers with American flags and as we were so near the fourth of July, this was very appropriate. The form was designed by Sister Spillane and adopted as the State form for bringing in the State President. All meetings were held in the beautiful hall in Hotel Chisca and this is an ideal place for such occasions. The Guide announced the Grand Vice President in the ante-room and she was escorted to the rostrum by the officers of Division 188, Jackson, Tenn., and welcomed by Sister Winters who was acting in the place of the President, Sister Quinn, who was detained on account of the illness of her husband. Sister Turner was royally welcomed by the Tennessee Sisters and given Grand Honors. Chattanooga was the banner division of the state last year in point of attendance. They were admitted at this time and marched in bearing the State Banner with them. They also carried it home at the close of the session for another year. A hearty address of welcome was given by Sister Spillane and responded to by the State President, Sister Caldwell, who also gave her address as President. We also had the pleasure of listening to a splendid address by Sister Winters, the retiring State President. Delicious luncheons were served both days in the large dining room of Hotel Chisca, at which we were the guests of the members of Division 159. All greatly enjoyed the splendid auto trip over beautiful Memphis, tendered the visitors by the Chamber of Commerce. The evening of the 23rd was given to a theatre party for the guests by Division 159.

The different forms of the ritualistic work were exemplified by the several divisions of the State in a very creditable manner. The afternoon of the 24th., we had for our special guests, the Brothers, who gave us some splendid talks, and were loud in their praise of the G. I. A.

We were so pleased to have Sister Turner with us and she gave us some very interesting and instructive talks

on the Orphans Pension Fund, the new Fund created for Aged Sisters, the Sunshine Club and our Insurance. Our coming together from all over the state helps to unite us in Love and Harmony, and all go home fully determined to never miss a state meeting. Nashville was unanimously chosen for our 1922 meeting and we will be glad to welcome visitors from all state.

Faternally,

MRS. F. M. ANDREW.

Union Meeting of St. Louis & E. St. Louis Divisions

On June 14th. Division 564, St. Louis, Mo., (the baby division of this city) entertained the six divisions in these two cities. This was the anniversary of their organization, but we wish to assure you they are far in advance of the creeping stage in the game and doing all they can for the big membership drive we are now engaged in. At this meeting two real live candidates were initiated, with more to follow.

The meeting was called to order by the President, Sister Smiley, and a number of Presidents of sub-divisions and two G. O. and Inspectors introduced. The Guide announced the G. V. President in waiting and she was escorted to the rostrum and given Grand Honors. As Sister Turner is "Mother" to this division, and greatly interested in all, she was heartily welcomed. At twelve thirty we adjourned for lunch and were served with a steaming hot dinner by a most attractive bevy of our girls with Sister Study Jr. as Chairman. Oh my, such a dinner, and needless to say, it was well taken care of by a hungry lunch of sisters. There was every kind of cake imaginable and after all had eaten all they could there was still an abundance. The main topic of the afternoon was Missouri's pledge to the "Fund for Aged Sisters." All agreed that the delegates did well to pledge two hundred and fifty dollars for the sixteen divisions in the state, and feel confident we will go way over the top. The Grand Vice President and delegates (to the recent convention) present, talked on the new laws made and changes in old ones and decided this recent convention must have been a busy one to have accomplished so

much in so short a time. These Union meetings are held every three months and are very enjoyable affairs. The next will be held with 342, E. St. Louis, Ill.

A MEMBER.

New England Union Meeting

The Twelfth N. E. Union Meeting was held with Division 177, New Haven, Conn., April 14th, 1921, and was one of the largest ever held in N. E., there being 233 present. It was a pleasure for us to welcome our visiting sisters and have with us again our A. G. V. P., Sister Cook, for she is loved by every member of the N. E. divisions. She was presented with a lovely bouquet of pink carnations from 281. 177 requested Sister Cook to preside at the meeting, which she did in her very able way, making corrections when necessary, but they were few and the divisions exemplifying the work were highly commended by her. When asked to make a talk she congratulated 177 for the success of the twelfth N. E. meeting and to our President, Sister Longley, goes a great deal of the credit, for she worked unceasingly, meeting all trains, taking all visitors to their hotels and helping in every way she could. \$8.00 was given in the penny march and it was moved, seconded and carried unanimously that this amount be sent our G. P., Sister Cassell, for the Sunshine Club. Under Burial and Draping the Charter, which was exemplified by Division 281, a picture of our late Sister Ella Minor was draped in mourning as a testimony of the regard in which we held her in life, and her memory in death, she being the mother of our division.

After the ritualistic work was exemplified by the different divisions, and the drawing of the forms for next union meeting, which will be held in Waterville Maine, in October, 1921, meeting closed in due form at four forty P. M. Sister Cook was the guest of the secretary of 177 during her stay in New Haven.

MRS. ROBERT H. OSMOND,
Secretary 177.

Marvelous Radium

The potential energy of one gram of radium is sufficient to raise the tem-

perature of a ton of water from the freezing to the boiling point. Then what could be done with a ton of radium?

It seems almost useless to consider such a question, since there is not a pound of radium in the world, and probably will not be during the lifetime of even the youngest member of this generation; yet, like the miracle of the transmutation of metals or the discovery of perpetual motion, this is a question which scientists have found so fascinating that many have speculated upon it. The late Sir William Ramsay, a winner of the Nobel Prize and acknowledged dean of British science, estimated that the energy in a ton of radium, if it could be harnessed to human uses, would propel a ship of 15,000 tons with engines of 15,000 horse-power at a speed of fifteen knots an hour continuously for thirty years. It now requires a million and a half tons of coal to accomplish the same result. This is roughly the estimated proportion between the potential energy of radium and that of the most common source of energy now in human use.

Before the war almost all the radium in the world was obtained from pitchblende deposits in Austria. In fact, it was the gift of a ton of pitchblende by the Emperor of Austria to the renowned Mme. Marja Curie—this was in the days long before the war—that made it possible for the Polish woman scientist to isolate radium and study its properties.

The present price of radium is \$3,260,000 per ounce, as contrasted with \$150 per ounce for platinum, the next most precious element. It is indicative not only of the rarity of radium, but of the difficulty with which that radium is obtained. The ore must be packed fifteen miles on the backs of burros, then transferred to wagons and hauled by teams and trucks to the nearest railroad junction. It is there loaded on the cars of a narrow-gauge railway. Thence again the ore is transferred to a broad-gauge railroad for the final haul to the refining mills. One ton of ore requires to be treated with a ton of chemicals and thirty tons of water before it is finally compelled to yield four milligrams of radium, a quantity less by far than the head of a pin.

DIVISION NEWS

We have not seen ourselves in print for such a long time that we want to let you know that Division 105, San Francisco, Calif., is still in the land of the living, close to the western border of our own fair land it's true, but with a solid foothold on our seven hills.

We have been having some very pleasant little affairs this month. The first, we were invited to spend the day with Sister Woods in Burlingame and twenty two sisters accepted the invitation and we arrived at eleven o'clock and were met by Sister Woods and Sister Alger, who assisted her in entertaining. A pleasant social time was spent in renewing old acquaintances and meeting the new members, after which a splendid program was rendered by the members of the division. Following this an elaborate luncheon was served by the hostess, whose genuine hospitality will long be remembered by the members of this happy reunion. She was given a rousing vote of thanks.

The Tuesday following was our regular meeting day, and as we were to have our delegates report, we welcomed her home in her new official capacity as A. G. V. President, with many congratulations and flowers and served a dainty luncheon in her honor and the candidate who was initiated. The table was decorated with American Beauty roses and a very pleasant hour was spent.

Opening and the initiating of two candidates followed, after which we listened to the splendid report of our delegate, Sister Airy, in which she detailed so clearly the many changes that had been made in our laws and noted the charitable issues that were being planned, and hoped that we may be able to carry them all out.

We are planning for a whist party next month, and in September a Bazaar for which we are working, hoping by this means to replenish our treasury.

Should this meet the eye of any one who feels urged to contribute, please send any article by P. P. and it will be gratefully received, even to the proverbial white elephant.

SECRETARY DIVISION No. 106.

On Saturday evening, June 18th, a surprise party was given at the home of Brother and Sister McGregor, in honor of their wedding anniversary, by the Brothers of 868 and Sisters of 386. Solos were rendered by several, among them being Brother Tom Cassidy, who kept the guests laughing continually with his many witty remarks and songs. A good old Irish Reel furnished much amusement and was danced by Brother E. Calvin and Sister Helen McBride. Many handsome presents were presented the happy couple and dancing (accompanied by a six piece jazz band) continued until the wee small hours, when all departed, declaring the evening one of the happiest we had ever known.

HELEN MCBRIDE,
Sec'y Div. 386.

May the 20th, 1921, being the 11th anniversary of the organization of Division No. 2, Perry, Iowa, the anniversary was celebrated by an informal party at the home of our first President, Mrs. Jack Ahern, with our past Presidents, and also Mrs. Cowden, who has served us faithfully for 8 years as Chaplain, as our honored guest. The home was beautifully decorated with cut flowers. A programme was carried out, the theme being Mother, and each one present paid a tribute to Mother as their names were called, Mrs. Dave Cunningham gave an original reading honoring Mrs. Ahern, which was very much appreciated. Then Mrs. Frank Banyard read an original poem "Our Past Presidents":

In the year of 1910—on the 20th. of May, there was organized a little lodge called the G. I. A.

To celebrate this occasion, and to entertain is our delight, so to honor our past Presidents, we gather here tonight.

Our first President was Mary Ahern, God bless her dear old heart, through her untiring efforts, in 1910-11—we got a very good start.

Then in 1912 our deceased Sister Ida Johnston, served us with loving care, to her we pay a tribute, her attributes were rare.

Sure and the next one was Honorable Murphy, Nuf said, we all know, what ever Murphy starts, is always sure to go.

Next Jessie Hanner filled the President's chair, and she always presided with that very dignified air.

Then we had Barbara Woods, the smallest of us all, she served us faithfully, and well, our little Baby Doll. Next in line was Minnie Heinzelman, to her we owe lots, and associated with her are many pleasant thots.

After this came Carolyn Leonard, she served us faithfully, so we owe one and all, to her, will ever grateful be.

Then next we had Amy Thompson, to her we owe a great deal, and a warm spot in our hearts for her, we will always feel.

Next they elected Jessie Hanner, to again fill the chair, and again she did it with the same dignified air.

After that came Pearl Colburn, she was loyal and true, and we still need her, like the flowers need the dew.

This is all about our past Presidents, but there is one named Hannah Cowden who has been faithful and true.

And has filled the Chaplain's chair for 8 years so to her is due, the thanks and gratitude of the G. I. A.'s., so we all extend to her our praise.

Now we had better stop lest we tire you, so here's to our past Presidents, God bless them, and also to our acting President much credit is due.

Then a guessing contest, Birds, Flowers and Vegetables, provided much amusement, Mrs. Joe Kirkwood winning first prize and Mrs. Grover Patterson, consolation.

After this our President presented each of the guests of honor with a bouquet of carnations and ferns, and Mrs. Ahern with a beautiful plant.

A fine luncheon was then served after which we adjourned, all declaring it one of the most pleasant evenings we had ever spent.

COMMITTEE.

G. I. A. Voluntary Relief Association

Chicago, Ill., Aug. 1, 1921.

To Division Secretaries:

You are hereby notified of the death of the following members. The amount due not later than Sept. 30, 1921, for October quarter, is \$2.25 for those carrying one certificate, and \$4.50 for those carrying two.

Members insured during August will pay for September of July quarter and all of October quarter not later than September 30, 1921, or forfeit insurance.

Insurance Secretaries will remit by postoffice order or express order or bank draft if payable on Chicago, New York, Boston, Philadelphia or St. Louis, Mo. Personal checks and those of any other city except above named cannot be accepted.

SERIES B.

Assessment No. 1.

Memphis, Tenn., April 21, 1921, of Paretic Dementia, Sister Abbie Murch of Div. 159, aged 47 years. Carried one certificate dated April 15, 1911, payable to Adeline Gurney, niece.

Assessment No. 2.

Richmond, Va., May 28, 1921, of Tuberculosis, Sister Mabel Robertson of Div. 462, aged 44 years. Carried two certificates dated May, 1918, payable to Emmett Robertson, husband.

Assessment No. 3.

Pitcairn, Pa., May 30, 1921, of Pneumonia, Sister Catherine Hankle of Div. 482, aged 54 years. Carried one certificate dated October, 1912, payable to John Hankle, husband.

Assessment No. 4.

Syracuse, N. Y., June 4, 1921, of Myocarditis, Sister Dorothy Pellenz of Div. 249, aged 68 years. Carried two certificates dated April, 1896, February, 1902, payable to Wm. Pellenz, husband.

Assessment No. 5.

Worcester, Mass., June 5, 1921, of Acute dilation of heart, Sister Mary Fraser of Div. 224, aged 52 years. Carried one certificate dated Nov. 24, 1911, payable to James Fraser, husband.

Assessment No. 6.

Schenectady, N. Y., June 7, 1921, of Senile gargrene, Sister Elizabeth Weeks of Div. 198, aged 89 years. Carried one certificate dated March, 1896, payable to Elizabeth Kenum, granddaughter.

Assessment No. 7.

Buffalo, N. Y., June 8, 1921, of Myocarditis, Sister Laura Clark of Div. 79, aged 81 years. Carried two certificates, dated Jan., 1898, payable to Geo. Clark, son.

Assessment No. 8.

Ottawa, Ont., June 7, 1921, of Intestinal Paresis, Sister Carrie Botterell of Div. 213, aged 54 years. Carried one certificate dated March, 1900, payable to Richard Botterell, husband.

Assessment No. 9.

Columbus, Ohio, June 11, 1921, of Myocarditis, Sister Mary Malloy of Div. 52, aged 70 years. Carried one certificate dated Jan. 1901, payable to Hattie Malloy, daughter.

Assessment No. 10.

Greenfield, Mass., June 11, 1921, of Operation, Sister Carrie Rich of Div. 281, aged 62 years. Carried two certificates dated Nov. 1903, payable to Frederick Rich, husband.

Assessment No. 11.

Mahomintown, Pa., June 14, 1921, of Brights disease, Sister Sarah Robison of Div. 453, aged 46 years. Carried two certificates dated March, 1910, payable to children.

Assessment No. 12.

Hornell, N. J., June 22, 1921, of Hypernephroma of Kidney, Sister Alida Wescott of Div. 134, aged 55 years. Carried one certificate dated Oct. 1909, payable to C. W. Wescott, husband.

Assessment No. 13.

Cedar Rapids, Iowa, June 24, 1921, of Apoplexy, Sister Mrs. R. B. Trenor of Div. 51, aged 60 years. Carried one certificate dated March, 1892, payable to Richard Trenor, husband.

Assessment No. 14.

Jersey City, N. J., June 25, 1921, of Pernicious Anemia, Sister Mary Curran of Div. 410, aged 55 years. Carried two certificates dated Jan. 1908, payable to

Anna, May, Grace, Ella, John, William Curran, children.

Assessment No. 15.

Philadelphia, Pa., June 28, 1921, of Cancer, Sister M. A. Field of Div. 27, aged 85 years. Carried two certificates dated March, 1900, payable to Lillian Baines, daughter.

Assessment No. 16.

Toledo, Ohio, June 27, 1921, of Cancer, Sister Helen Christy of Div. 57, aged 53 years. Carried one certificate dated March, 1912, payable to Charles Christy, husband.

Assessment No. 17.

Brooklyn, N. Y., July 4, 1921, of Myocarditis, Sister Anna C. Grimm of Div. 244, aged 56 years. Carried two certificates dated April, 1899, Jan. 1899, payable to John Grimm, husband.

Members will pay Insurance Secretaries on or before September 30, 1921, or forfeit insurance.

Insurance Secretaries must remit to General Secretary and Treasurer by October 5, 1921.

Members in good standing on April quarter, 13,652 in the first class and 7,278 in the second class.

MRS. GEO. WILSON,

Pres. V. R. A.

MRS. JENNIE E. BOOMER,

Sec'y-Treas.

7612 Rogers Ave., Chicago, Ill.

Private Ownership Needs a Nurse

Private ownership of railroads, so-called high development of American intelligence and efficiency, reminds you of a sick baby with the ricketts, needing a night and day nurse.

In war, when the government owned railroads of Germany worked marvelously, never once breaking down, it was necessary for the people of the United States to run their own railroads and while the people paid out thousands of millions the railroad "owners" were paid the highest dividends they had ever drawn. So much for war.

Now comes peace, with railroad and passenger rates enormously increased. Industry, another branch of business, says it must have lower railroad rates. So you read that \$400,000,000 yearly will be taken from the wages of the railroad workers in order to keep "efficient private ownership" on its feet.

A system of private railroad ownership and management that can only survive in war-time by robbing the people's pockets, and in peace time by robbing the railroad workers, ought to be replaced by a better system.—*St. Louis Star.*

THE JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Act of October 3, 1917, Section 1103. Authorized on June 29, 1918.

Published Monthly at 19th and Grand Ave., Des Moines, Iowa.

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - - - - Assistant Editor

Address all matter for publication - Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to C. H. SALMONS, Editor and Manager JOURNAL, 1124 B. of L. E. Building, Cleveland, Ohio.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to W. B. PRENTISS, General Secretary and Treasurer B. L. E., 1118 B. of L. E. Building, Cleveland, Ohio. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E. as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to W. N. GATES Co., Managers Advertising, 409 National City Building, Cleveland Ohio.

THE HOMESTEAD  PRINTING CO.
DES MOINES, IOWA

AUGUST 1921

Fundamentals

The railroads are telling the world that their right to deal with their employees directly instead of through national boards is fundamental to the protection of their own interests. The employees can, with equal logic, claim their right to deal with their employers through national boards of adjustment is also fundamental to the protection of their interests. So there you are.

The railroads say they are getting tired of the public's interference in what they term their affairs. It was all well enough for the Interstate Commerce Commission to raise the traffic rates so the railroads could pay the rate of wages awarded by the Railroad Labor Board, which they now decline to do, but when the rate question was settled the railroads felt it was time for the public representatives to quit the game and leave the employees at the mercy of their employers.

Ordinarily the railroad executives

would have their wishes complied with, but these are not ordinary times. As a result of their performances during the past few years the railroads are losing public confidence, and with that has come a conviction in the minds of the people that the country is in greater danger from the political and financial scheming of the railroads than from anything the organized employees may do.

We see this trend of public thought in the changed attitude of some of our leading public men, who, heretofore, were partial to the railroads, but who now realize that it means a sacrifice of public respect to continue to play the game the way the railroads wish them to play it.

No, these are not ordinary times, for organized labor has asserted its rights to a seat at the national table as one of the big three, namely, Government, Capital and Labor, and has a voice and a vote in the disposition of all questions concerning the wage earners.

This is what the railroads are objecting to when they demand the right to deal with their own employees directly, but organized labor will fight the movement to the last ditch, for it realizes that upon the preservation of the "triple alliance" that makes the government a party to the regulation of wages and working conditions of railroad men, rests the whole question of fair play for railroad employees.

So let the railroads claim that their right to deal directly with their own employees is fundamental. We, as employees, can set up a counter claim, and with the lessons of the past as evidence we can prove the justice of our claims and we can say further, the fact that the United States Railroad Labor Board has been created is in itself concrete evidence of the fact that we have already made our case.

Differential Wage Rate for Engineers Too Low

Decision No. 2 of the United States Railroad Labor Board, rendered in July, 1920, and which awarded an increased wage rate for train service employees, was based upon the following conditions:

(1) The scale of wages paid for similar kinds of work in other industries.

(2) The relation between wages and the cost of living.

(3) The hazards of the employee.

(4) The training and skill required.

(5) The degree of responsibility.

(6) The character and regularity of the employment.

(7) Inequalities of increase of wages or of treatment, the result of previous wage orders or adjustments.

"The Board has endeavored to fix such wages as will provide for a decent living and secure for the children of the wage earners opportunity for education."

In view of the foregoing declaration of the U. S. R. R. Labor Board, we fail to see how it can consistently lower the wages of the men in train service, particularly that of the engineers. We will consider the condition on which the award of 1920 was based. Take for instance No. 1, "The scale of wages paid for similar work in other industries." The fact of the matter is, men in other industries perform no work that is in the least similar to that done by engineers. There is no comparison between the tax on the physical energies of men in any other occupation excepting actual warfare where the element of risk of physical injury is so great, or where the mental worry and general responsibility approaches that of running a locomotive. So it may be said that the comparison as to service is all in favor of the engineer, far more so than the wages, for we know that men engaged in many other industries do receive more pay per hour than is paid locomotive engineers.

It may be said that all the other conditions named may be included in No. 1 excepting that contained in No. 2, "the difference between wages and the cost of living."

There is no denying that prices of some commodities have lowered somewhat, but that has been largely due to the unusual amount of unemployment in the country at this time, and we may reasonably expect that when the business of the country is again restored to "normalcy" that prices will rise with the tide. If lowering of prices were the result of an over production, we might expect them to continue for a time, but since the change is merely due to a scarcity of money only, we may expect when the people again begin to earn

their buying power will go to normal and the prices of all commodities take an upward trend and keep pace with people's ability to buy.

We will call attention here to the fact that when it comes to comparing the hourly rate of pay of train service employees with that of mechanics and skilled workers in general, the railroad employee's proves to be in many cases the lowest, although the train employee's monthly wage may compare very well.

This is largely due to the custom of train employees working unlimited hours. It is not so long since a trip of thirty or even forty consecutive hours was not an unusual thing on some roads, and a twenty-four hour trip was quite common, so by working two or even three consecutive days in one trip, and this "all work and no play, and a little rest," system of working by building up a pretty good monthly pay has been the means of creating the false impression that the engineers are as liberally paid as other skilled mechanics. The railroads have seen to it that this impression has been fixed in the public mind. They have spread a brand of propaganda over the country by making comparison between the monthly pay of the engineers on a few choice runs here and there, and the governors of states, and by adding a few lies and omitting some truths, have sought to show that locomotive engineers receive princely salaries. And let it be said, that some of our own Brotherhood men have lent their aid to boost the peaks of wages, the very things our general chairmen and our executives have found most difficult to contend with in all recent wage controversies.

If the wages of engineers had been in the same proportion to that of other train employees as formerly existed, then the case would be different. Or if the nature of the engineer's duties had been changed so as to relieve him of some measure of responsibility or even reduce the hazard of his employment, then a reduction might be expected, but with every step of progress in railroad development, be it in heavier trains, faster schedules, bigger locomotives or modern improvements, such as block signals and other devices to facilitate train movement, the duties of the engineer have become more exacting, more

nerve racking, for which very good reason the pay of engineers should have an upward rather than a downward trend. At least they should not have been disturbed in the recent general revision downward ordered by the U. S. Railroad Board to take effect in July, 1921.

We believe that the railroads will arrive at the conclusion some day that a fair, even a liberal wage differential for engineers is a good paying investment, as it will mean so much better service. The operating officials are fully aware of that fact now, for they can plainly see that in the dwindling away of the differential wage rate of engineers there has been a corresponding letting down in the quality of their work.

In the matter of buying service it is the same as in buying merchandise, for in either case you are dealing with human nature. To get the best quality one must pay the best price, and at this time, particularly when the railroads of the country are trying to place transportation on the highest possible plane of efficiency and economy, it would seem the part of good management to leave the wage where it was fixed by Decision No. 2 in the award of July, 1920, and thus preserve a differential wage rate in favor of engineers, such as formerly existed and which would be commensurate with the nature and responsibilities of his work under modern conditions of railroading.

The Railroads Not Satisfied With the Wage Reduction

Railroad officials are much disappointed in the recent wage reduction ordered by the U. S. Railroad Labor Board. It is not drastic enough to suit them. They claim it does not "cut deep enough." That it will not warrant a reduction in traffic rates, and for that reason will not bring the needed relief to help us out of the present business stagnation.

The trouble with those officials is they want labor to make all the sacrifice needed to restore the country to "normalcy." They claim to base their argument on the reduced cost of living, but there is plenty of proof to show that the cost has not reduced sufficiently to warrant the wage reductions they would favor.

Besides this, a new angle has de-

veloped in the wage question which should be given consideration in the making of future agreements between the railroads and their train employees, and that is the away-from-home expenses of the latter. This expense has always been borne by the men. Employees in other departments of the railroad service and in all other industries have their expenses paid when called for work out on the line, but the engine and train men must pay their own, and it amounts to a considerable sum in these days of long trips and the high cost of living accommodations.

The day of the twenty-five cent meal for railroad men is gone forever, and rooming accommodations are doubled in price, but whether the prices are greater or less is not the point, for the fact remains that this expense, whatever it may be, should be borne by the railroad companies.

We read much about the safety work of the railroads and their professed belief in the importance of the human element as a factor in railroading, all of which involves the question of physical and mental fitness of employees to stand the strain of modern service, and there would be no better way to improve this condition than to simply play fair with the employees by bearing the away-from-home expenses, and also try to provide better away-from-home accommodations.

The accommodations that train men must now put up with, account of being unable to pay the price of better, are so much below the standard they are used to at home, that there is no comparison, and the effect is not conducive to good service.

If this matter had been given the consideration by the railroad labor board that it deserves, we fail to see how that body could include train employees in the general wage reduction. It is true that all train employees do not have away-from-home expenses, but some provision should be made in the fixing of wages of the many who do, and do it in the interest of good service as well as common fair play.

The Latest from the A. B. and A. Strike

The latest report from the Atlanta, Birmingham and Atlantic strike is en-

couraging, from the fact that it shows what an immense financial loss has been sustained by Receiver Bugg in trying to operate the road with scab workmen.

It is impossible to operate a railroad successfully with scab workmen. They are in the same class with rotten ties, bent axles, flat wheels and other defective equipment, only far worse than either or all of these, and more.

History proves that, and history is repeating itself on the A., B. and A. It is reliably reported that the company has reduced the wages of the guards who are hired to protect the scabs and the company's property, and there is a possibility of these also going on strike. This is important only as it shows what desperate straits the company has reached.

But the most important development, and one which will have the greatest bearing on the termination of the strike, is that Col. Bugg has already lost a half million dollars for the railroad company, and the end is not yet.

This state of affairs cannot last long. Evidently, as is usual in such cases, the doughty Colonel assured the owners of the railroad that he could win the strike in a walk, but he has been pretty constantly on the run ever since the strike started, yet is losing ground and hope and dollars galore.

Some of the remedy that Henry Ford applied to the Detroit, Toledo and Iron-ton Railroad, which restored that run down property to a state of prosperity was what was needed on the A., B. and A., instead of a strike. Mr. Ford has recently filed a rate schedule with the state utilities commission of Ohio reducing freight rates twenty percent on that road. He has also fixed the wage rate for common labor at \$6.00 per day of eight hours, and has improved the rates for skilled labor as well. Mr. Ford says, it is not low wages but efficient management is needed to operate a railroad, or anything else, successfully, and he has proven the correction of his theory both in his auto industry and in the operation of the D., T. & I. Railroad while Colonel Bugg, like so many who have relied upon autocratic power instead of constructive brains, is making a rank failure of his conduct of affairs on the A., B. and A.

The Railroad Securities Associations and the Railroad Unions to Co-operate

It has been generally believed by the public that the higher railroad officials were the leading holders of railroad securities, and this impression has been given added color by the autocratic manner and vigorous opposition of these officials to wage increases of employees, but the fact is the holders of railroad securities are people who have no connection whatever with the operation of the railroads.

The securities holders themselves have been as ignorant of the true situation as the general public, believing that the operating management were in the same boat with themselves, and that both were the victims of unreasonable demands of the employees, which prevented the payment of dividends to stockholders, thus making their holdings in many cases absolutely worthless, but recent developments have revealed the fact that the higher operating officials hold only the nominal amount of stock required by law.

The result of this awakening to the true state of affairs is that the holders of railroad securities have taken a leaf from the book of organized labor and formed what is known as the Railroad Securities Association. The purpose of this Association is to protect the interests of its members, in the same manner that the railroad Brotherhoods and other unions of railroad employees protect theirs, as they have found themselves to be also victims of railroad mismanagement. They realize that they are in the same boat with the employees and have already signified a willingness to co-operate with organized labor to fight the common enemy.

High railroad officials, prominent among whom is President A. H. Smith of the New York Central, have publicly criticised the action of President Warfield of the Securities Association in making overtures looking to co-operation with the railroad unions. They probably see that such an amalgamation would be a menace to the continuation of the present policy of financial jugglery of railroad finances which have enriched those on the inside at the

expense of every one else, including the public, as it exposes a condition which the paid press of the country has so long shielded from the public view.

Not long ago we saw the newspaper expressing sympathy, and members of Congress shedding crocodile tears for the "poor widows and orphans" who were holding railroad securities made worthless, by what they termed "unreasonable" wage demands of the railroad employees, but they are not doing that today.

They know now that the securities holders have awakened to a true understanding of the situation, for Mr. Warfield, the President of the Association, contends and has evidence to prove that the present condition of railroad finances is not due to inadequate rates on excessively high wages, but to inefficient, and even dishonest management of railroad corporations.

This is one of the most severe blows that private railway ownership has yet received. Formerly the railroad unions had to contend alone with organized capital and a prejudiced public, which was fed up on railroad propaganda, but the entrance of the Securities Association into the contest, has given labor a powerful ally which has already torn the mask from the hypocrites of Wall Street; also some of the wool from the eyes of the public, all of which should be favorable to the cause of the railroad employees, and may prove to be a long stride towards a public demand for a new deal in railroad management if not actual government control, or even ownership.

Order of Railroad Telegraphers to Open Co-operative National Bank

At the convention held in Savannah, Georgia, in May, 1920, the general officers and board of directors of the Order of Railroad Telegraphers were authorized to proceed to establish a Co-operative National Bank on the same principles as that upon which the B. L. E. Bank is founded. It is announced that the O. R. T. Bank will be opened at St. Louis, Missouri, January 1, 1922.

The work of organizing the new bank has been directed by Mr. W. A. McCaleb, Vice President and Manager of the B. L. E. Co-operative Bank, the success of

which has already aroused much interest in the ranks of organized labor.

Glenn E. Plumb Discusses the Rail Situation Before the Third Triennial Convention

Mr. Plumb said in substance that the present transportation rates are so excessive, that the public will not pay them. That if business is to be restored there must be a reduction of rates brought about through the wholehearted co-operation of the railroad managers.

He pointed out one effect of high rates, that of fruit on the farms of Florida and other southern states, and declared the present methods of railroad financing and operation were unfair alike to the public, to the investor in railroad securities and to the employees. He said we should and could have the cheapest rail transportation in the world, and would have if the roads were operated honestly and for public service instead of being exploited for private gain.

Representatives of various co-operative enterprises addressed the convention also, pointing out that our nearly 900 Divisions with headquarters or distributing point located in Cleveland, could buy much cheaper than through local co-operative stores throughout the country.

Some of our Divisions have already started co-operative stores, but the trend of thought of those who were familiar with the subject was that a larger, more centralized co-operative plant would make it possible to materially reduce the cost of living which seems to be a thing beyond even hope if the consumer is left to the tender mercies of the financial barons and commercial sharks of the country.

Labor's Ultimatum

"Not a train carrying munitions must be worked; not a ship laden with war materials must be allowed to leave harbor; not a single soldier must be transported. If necessary, mass action shall be taken by means of a general strike. The production of war materials must cease in all countries. Today it must, of its own accord and within its own

ranks find the power to preserve the world from terror and annihilation."

The foregoing was the ultimatum given the government by the organized workers of England when the war gods of that country threatened to enter the war between Russia and Poland on the side of the latter country. Not that the working classes were in sympathy with the Russian Bolshevik, but that they were in sympathy with all mankind and had just come to a realization of the fact that the power to prevent war rested in the hands of the workers, the producing class. They reasoned that the same power which had enabled the workers to demand fair play in industry could be used on a larger scale to prevent war between nations, and the big idea through the agency of the organized workers is being spread throughout the world.

The peace of nations as well as their prosperity rests in the hands of the producing classes, and perfect international organization of the workers is the only thing that can insure the peace of the civilized world.

Automatic Train Control

In the *Railway Review*, issue of June 25th, Mr. J. B. Latimer, Signal Engineer C. B. & Q. R. R., airs his opinion on the value of the automatic control as a means to prevent collisions between railroad trains. He concedes that the present block signal systems, which are supposed to provide against railroad train collisions, do fail, but "infrequently." He also says he has ridden much upon locomotives and has frequently run them. To sum up his general opinion on the subject he may be said to believe that the weak link in the safety of train operation is the engineer.

He refers to the joint responsibility of the conductor and engineer, as so many do, if only to make believe that the engineer does not carry that whole load, lest he might consider himself of more importance than the officials of the railroads are willing to concede.

But the fact remains that the engineer is the whole thing in so far as the safety of the train, while in mo-

tion, and even when stopped the rules require that he, when necessary, sound the whistle to send out a flagman. There is no doubt that Mr. Latimer has, as he says, run engines occasionally, and at such times saw no urgent demand for an automatic stopping device, just as one feels no need for an overcoat in mild weather, but if Mr. Latimer had been placed in the position of trying to make the time in a fog or storm when he could not see a light more than a hundred feet away or may be less, and he had a fireman that needed coaching or a balky injector or a foamy boiler or lubricator that was not working right, or any one of or several of the numerous things which do not always come singly, then he would have a clearer understanding of the need of an automatic stopping device. Many of our readers know that the margin of safety shrinks to a very narrow line under such conditions. The engineer who drives through the night on such a trip, as many do, reaches the terminal with nerves frayed to a frazzle, simply because he has been contending with conditions in which the odds have been all against him, carrying a responsibility that should be asked of no man. Mr. Latimer's opinion of the burdens of the engineer reminds me of the little boy who after a ride on his father's engine, hauling the "Limited," said his dad had an easy job as all he had to do was blow the whistle once in a while.

Another correspondent to the *Railway Review*, issue of July 9th, coinciding with Mr. Latimer's views on the subject says, "the engineer must be held 100 percent responsible for the control of his train or he must not be held responsible at all." He says, "the navigating officer of a steamship is responsible for his ship, yet I never heard of an automatic control to slow him in shallow channels or stop him short of a rocky shore line."

What a comparison that is. We know that steamships are supposed to run at reduced speed and by the aid of fog horns, or storm sirens, to guard against accident in bad weather, but we also know that the duties of the engineer

of an important train will not permit of any exercise of caution excepting that of observing the block signals or a "flag," and these are very unreliable under certain weather conditions.

The operating officials know something about it. More than they will admit, but the signal engineers and the mechanical engineers and some others who are only remotely connected with train operation only thing they know.

We are willing to concede that the human element is the weakest link in modern train operation, but the big stick of discipline is not going to correct the fault. The same quality of human nature that is in the navigator of the ship is in the man who runs the locomotive. There is no difference. Nature did not create one kind of man to run steamships and a different kind to run locomotives. They would both do the same things as a rule under the same rules and circumstances. That is why we favor the Automatic Train Control, for we know so well by experience that in the handling of locomotives and trains circumstances sometimes combine in such a manner that the human element is powerless to prevent accident.

It is not to relieve the engineer of any just responsibility that we favor the Automatic Train Control but to supplement his efforts to insure safety of his train, when in storm or fog and under the pressure of insistent demands for time making, when the human element sometimes breaks under the strain.

Mr. Latimer's suggestion that some kind of an automatic warning as a bell in the cab or an explosion beside the engine to warn the engineer when in dangerous territory is very good, but these are less positive of results than the Automatic Control, and anyone who has had much experience as an engineer of fast trains, or who ever witnessed a railroad wreck, will agree that we cannot be too positive in preventing them, whatever the expense involved may be.

How Our Neighbors View Us

It is well for us to have a fairly good opinion of our own progress, but we can never be so sure of ourselves as when we see a favorable opinion reflected in

others, so we take pleasure in quoting Mr. George Williams, Assistant Vice-President of the Des Moines National Bank of Des Moines, Iowa, as published in the *Iowa Unionist*.

Commenting on the issuance of United States currency with the name of our bank and some of its officers printed thereon, Mr. Williams says, "It is the first time in the history of the world that the name of a labor organization has been printed on the currency of any country."

"This means, Brothers, that the B. L. E., with its more than 85,000 members, always an important factor in the productive activity of the country, is now, through its Co-operative Bank, prominent in the financial world as well; thus not only providing for the regulation of the earnings of its members, but means for the protection of their savings also.

"The time is fast approaching when the workman will no longer lend his savings to the banker to be used against labor's interests; in fact, that time is here right now, so far as the locomotive engineers are concerned."

The "Most Dangerous Hours"

Authorities on factory workers' accident insurance say that the most dangerous hours of the day are just before noon and quitting time in the evening. The cause for this is charged to the effect of fatigue which tends to destroy that co-ordination of mind and muscle which makes for efficiency in the workman, without which he is less able to guard against accident than when he is more vigorous in mind and body.

The railroad managers would do well to take a leaf from the book of statistics of the insurance companies and awaken them to the fact that to take full advantage of the hours of service law by working train crews as much as sixteen hours at a stretch is not good business. If industrial workers whose work is usually performed under favorable conditions as regards weather, are so much more likely to meet with accidents after being a few hours on the job, how much more so are the railroad train employees when on duty so many more hours and often under the most unfavorable conditions.

There is no need of consulting statistics to prove the dangers attending

the operation of locomotives by men overcome with fatigue, and if asked which is the most dangerous hour for workmen in that service we would say without hesitation, the sixteenth. We know. We have seen the engineer sound asleep when he should for every good reason, excepting that he was tired out, be wide awake, and the same is true of every man of the crew at times. Nor is it the occasional long trip that we have in mind, but the effect of successive long trips that wear a man down to a condition that lowers his vitality and his efficiency to a degree that makes him in a large degree irresponsible for his own or the safety of others.

Some of the railroad safety committees are doing good work and showing results on the right side of the railroad ledgers to prove that "Safety First" is a good investment, so let us hope that their prestige as an economic factor will grow until they will be free to not only recommend but to dictate railroad practice to an extent that will include the shortening of the hours of continuous service, which is little short of criminal, even though it be within the law.

Better Strikes Than Revolution

There is a danger from widespread unemployment which is more serious in its possibilities than the physical and mental suffering of those directly concerned. The people of any country are never so peaceful as when they are busy. This fact has been recognized since the earliest time and nations have even started wars with their neighbors merely to keep their people busy as a means to prevent internal dissention that might lead to revolt against the government.

We are passing through a dangerous period of unemployment at the present time, and there is a well founded belief that the condition, though largely a phase of the aftermath of the World War, is aggravated by the capitalistic class taking advantage of the opportunity to force down the price of labor. Revolutions in other countries have sprung from a similar state of affairs. But we do not anticipate any such outcome from the present situation, strained though it be, for the working class, the producing class, that element which when fired with the mob spirit

has in its headlong desperation destroyed its rulers and its cities in the past, is controlled today by certain influences within its ranks which make it immune from the mob contagion.

Organization of the workers has enabled them to a clearer understanding of their rights and the power to demand recognition of those rights. This fact is responsible for much of the labor unrest in this country as evidenced by numerous strikes, but these only serve as pop valves to relieve the pressure of discontent. Although the strikes make some noise and cause some loss, we know it is better for the locomotive to pop off occasionally than to blow up its boiler, so it is better to have an occasional strike of the workers with all its annoyances than that we should have an enforced peace that must end in revolution.

Gary Sowing Open Shop Propaganda in Syracuse University

E. H. Gary, head of the United States Steel Corporation, preached the doctrine of the "open shop" to the students of Syracuse University at the commencement exercises on June 13.

Mr. Gary laid much stress upon the greater freedom the "open shop" system afforded the workman, under which he was "free to take employment upon terms and conditions voluntarily agreed upon between the employee and the employer."

He of course assumed, as all of his kind do, to speak for the American people, of whom he said a great majority were in favor of the "open shop, open sea, open covenants with other nations and open discussion of proper questions." Yes, he impressed upon the students the idea that we should do things open and above board, the very thing which he, as head of the U. S. Steel Corporation, is today contending against. By the open shop system the steel corporation would, through its department heads, bargain separately with each individual employee and would drive as hard a bargain as the state of the labor market, or the helplessness of the workman or job seeker, would permit, and yet Mr. Gary has the monumental nerve to call that an "open and above board" system.

It is a hobby of leading employers of

labor to sow anti-union labor propaganda in the minds of the young college students. Since the colleges are largely supported by endowments from the capitalist class the students are to an extent obligated to pay respectful attention to what they are told, a situation which men of the Gary type are not slow to take advantage of, for no where else can the latter command the attention of an intelligent audience to a kind of logic which ignores the first and every other principle of equity and fair play.

The Church a Powerful Ally of Organized Labor

When organized labor gained the support of the allied churches in its campaign against organized capital, it enlisted a powerful ally, whose influence for spreading the doctrine of the rights of labor throughout the world is of incalculable value. Labor has ever been handicapped by want of honest publicity of its aims and policies. The public press always sidestepped when labor sought its support, but capital's side of every question was most favorably presented and public opinion swayed in its favor.

Through the co-operation of the churches this situation has been modified somewhat. Another channel has been found through which the workers can reach the public, and those familiar with the situation can already see substantial benefits resulting therefrom.

A Phantom Ship

Legends of the days when bearded pirates roved the seven seas conjure up pictures of phantom ships that add a thrill to the creepy tales of maritime mysteries of the past, but modern science has at last produced a ship—a great big, 13,000-ton battleship at that—which is the first real ghost ship that ever sailed the briny deep.

Rear Admiral Robert S. Griffin reports that the battleship "Ohio," in a recent test off the Virginia Capes was operated and controlled entirely by wireless from another ship. The big battleship responds to radio direction as satisfactorily as if operated by a crew, Admiral Griffin states. The wireless reverses the engines, turns the ship about and

makes it perform all sorts of battle maneuvers.

These tests may be perfected to the point where the naval experts may be able to fight a battle without endangering lives.

Overlooking piratical and warlike depredations that ghost ships might commit, they could also be made ships of mercy. Relief vessels without crews and directed by wireless might be perfected to go to the rescue of passengers on sinking ships and the wireless control system might even be extended to crewless airplanes to be used in carrying the mails.

The Germans during the war accomplished the directing of ships by wireless control on a small scale when they sent against an attacking squadron at Zeebrugge a 300-ton ship controlled exclusively by radio waves from a wireless station on shore, but the feat accomplished by directing the "Ohio" from another ship is the greatest demonstration that has yet been made of man's uncanny ability to move huge objects without touching them.—*Locomotive Journal*.

The Most Dangerous Machine

The automobile is the most dangerous machine in America. It kills a man, woman, or child every thirty-five minutes.

Accidental deaths from all causes, on our streets, in our homes, and in our industries, total 80,000 a year—a number much greater than the American lives lost in battle in the nineteen months of war.

"Tragedies"

The man speeded up to see if he could beat the train to the crossing.

He COULDN'T.—*Columbia State*.

The man struck a match to see if the gasoline tank in his auto was empty.

It WASN'T.—*Cincinnati Enquirer*.

The man looked down the barrel of his gun to see if it was loaded.

It WAS.—*Charlotte News*.

The man touched an electric wire to see if it was alive.

It WAS.—*Kodak Park Bulletin*.

The man didn't bother to put on safety goggles because "there wasn't any use."

There WAS.—*Safety News*.

LINKS

Division 170 Justly Proud of Its Members and Its Record

On Sunday, March 13th, our regular meeting day in Division 170, we decided to have a group picture taken of as many of the members of the Division as possible, so we assembled on the beautiful lawn of our General Secretary-

by their attendance at Division meetings during the past year. Division 170 has added eighteen new members this year, eight of whom have joined the Pension Association. Our General Chairman, Brother H. Karns, dropped in on us unexpectedly last Sunday and found sixty-one members present, and it was only a regular meeting at that. If any Division can beat that we would like to know of it.

We have eleven members who are on the O. R. & W. R. R., which road runs



Treasurer, Brother R. A. McMullen, sixty-seven being present, a fair representation for a Division of 130 members.

A feature of the group, you observe, is the picture of Brother W. H. Johnson wearing his Honorary Badge, which we had the honor of presenting him with seven years ago, so you see he has been a member of the Brotherhood for forty-seven years. Another Brother in the picture, Brother Charles Russell, will be entitled to his Badge of Honor soon. We are all proud of these veteran members for we fully realize that it was through the efforts of such as these that the B. L. E. has become the great organization it is today.

We are also proud of the rest of our members who have shown their loyalty

no Sunday trains, yet five of these members, Brothers McComas, Howell, Armstrong, Bondyne and Cleveland attended the meeting, though it took them two nights and three days to do it. This shows the Brotherhood spirit existing in Division 170. Some of our members came from a distance of two hundred miles.

We are proud to boast of our Division and of its members, and in the matter of attendance at meetings we are willing to enter into competition with any Division in the country, and every man you see in the group picture which accompanies this letter is a Brotherhood man from the ground up, and proud of it.

O. C. ROSENBERG.

Progress in Division 844

Having supplied myself with a firm resolve and some ink and paper, together with one fairly good cigar, I have started to write the Journal to let you know how we are getting along in Division 844, and hope to succeed in doing so if the mosquitoes that are drifting in at the back window do not eat me up.

Business is very dull here, so much so that keeping the wolf from the door has become a real problem, but as we know there are others not doing so well, makes us lay our troubles on the shelf.

We know that our forefathers struggled continually against great odds, as all pioneers must do, often suffering real privation when they blazed the way through the trackless forest, and by

their untiring effort laid the foundations of our states and our civilization.

So, knowing this we are more able to meet our trials, for we feel it a duty to at least hold what our forefathers have fought for and won for us.

Right now we are facing conditions which may be but an aftermath of the war, but in spite of the depression in business we must hold up the wages that the American standard of living may be maintained.

We held a ball here a short time ago that was a grand success and the ladies here, having recently organized, were there in full force and helped make the affair a real success.

BERT GRIFFIN,
Div. 844.

Brother E. Williams Retires from Public Office in Canada

On the occasion of the retirement of Brother E. Williams of Division 133, Hamilton, Ontario, from the department of labor, with which he has been connected for over twenty years, he was presented with a purse and an illuminated address, the later signed by Mr. F. A. Acland, the deputy minister, and part of which follows:

"Your colleagues and friends in the department of labor desire, on the eve of your retirement from the government service, to express to you their appreciation of the unfailing good-will and courtesy which, during the twenty years over which your services have extended, have characterized your dealings with those coming in contact with you.

"We sincerely regret that failing health is compelling a severance of your connection with the department, but are hopeful that the release from departmental duties will be of assistance in bringing a restoration of strength and that during many years of that relaxation which you have amply earned, you will find opportunity for continuing an active and helpful interest in those projects for the betterment of the industrial classes with the advancement of which your life for more than half a century has been associated.

"On behalf of those amid whom you have so long labored, we ask your ac-

ceptance of the accompanying slight token of respect and affection, and beg you to believe that though your retirement must close our official relations we shall look forward with pleasure to a continuance of agreeable intercourse."

The address was accompanied by a well-filled purse, testifying to the friendship which had developed between Mr. Williams and his fellow-workers.

Mr. Williams replied feelingly in acknowledging the gifts and tendered thanks to all in their endeavor to make his retirement from the department as pleasant as possible.—The Citizen, Ottawa, Canada.

Sanford Div. 769 B. of L. E. Entertain the Newly Organized Auxiliary, Palmetto Division No. 567

A delightful event in railroad circles on Monday evening, May 2, was the banquet with which the local Brotherhood of Locomotive Engineers of Division 769, of Sanford, Florida, entertained at the Parish House the Grand International Auxiliary in appreciation of the charming affair with which the ladies entertained the B. of L. E. a few weeks ago. Nothing that could contribute to the happiness of the occasion was left undone, each detail being carried out with perfection, the brothers proving themselves wonderful hosts.

An interesting program, which began just before the banquet was served, was opened by Mr. F. L. Crosby, who gave a humorous reading entitled, "The Fast White Mail," and was followed by Mrs. Mamie Cameron whose eloquent and charming address on "Brotherhood" was one of the most agreeable features of an altogether pleasing program. Messrs. F. W. Graham and M. W. Helston delighted with popular solos. When the guests were seated at the banquet board, Mr. W. F. Shelly delivered an address of welcome to the ladies as only Bill Shelly can do. The response was made by Mrs. Fannie E. McConnell, President of the G. I. A. The welcome to the officials of the A. C. L. present, who were Supt. T. L. Dumas and Master Mechanic H. R. Stevens, was given by Mr. Crosby. Both gentlemen responded with pleasing re-

marks. Mr. G. W. Laughlin, the general chairman of the A. C. L. R. R., concluded the program with a talk on the relations between the two orders which was very much enjoyed.

The remainder of the evening was given over to dancing, the music being furnished by Mrs. Earl Burdick, Mr. Al. Witherington and Mr. Jim Scholl, and was exceedingly harmonious and good.

The hall was most attractive in the unique and lovely decorations of palms, oleanders and other flowers typical of the Florida spring, which included over the entrance a charming conceit, the letters "B. of L. E." beautifully done in pink and white oleanders and against a background of greenery, the sentence "Welcome G. I. A." One hundred and fifty were present to enjoy the happy occasion, who will cherish a delightful memory of one of the most enjoyable affairs in the history of B. of L. E. and G. I. A.

Committee on arrangement were: Messrs. F. L. Crosby, Chairman; E. E. Krupp, J. E. Courier, H. Lyles, R. A. Howell, F. W. Graham and J. B. Anderson. Reception committee, W. F. Shelly, chief engineer and N. B. Leonard.

E. KRUPP,
Sec.-Treas. Div. 769.

A Popular Promotion

It is with pleasure the writer reports the promotion of Brother W. A. Jex, of Division 651, to the position of supervisor of air brake equipment and instruction of employes over the Toledo & Ohio Central Railway Co., Zanesville & Western Railway Co., Kanawha & Michigan Railway Co. and the Kanawha & West Virginia Railway Co. His appointment becoming effective June 1st, 1921, with headquarters at Columbus, Ohio.

Brother Jex is conscientious and studious and this fact combined with a thorough mechanical knowledge of the construction, operation and maintenance of railway equipment qualifies him to carry the responsibilities of his new and important position.

Brother Jex was appointed assistant road foreman of engines over the Toledo & Ohio Central Railway Co. June 1st,

1910, with headquarters at Bucyrus, Ohio. The thorough, equitable and businesslike manner in which he has filled this office won for him the confidence, respect and admiration of officials and employes alike. I am certain that the brothers of Division 651 are unanimous in wishing Brother Jex boundless success.

MEMBER OF DIV. 651.

Brother C. H. Madison, Div. 504, Made Federal Inspector

Brother C. H. Madison of Div. 504 has been appointed inspector of safety appliances for the Interstate Commerce Commission, to take effect March 16th. His assignment as understood will be in Florida.

Brother Madison enlisted in the Engineers in 1917 and served overseas with the Fourth Engineers and was in active service between January 1st, 1918, and the signing of the armistice.

He was awarded the Victory Medal with five bars as recognition of his participation in five major military operations. He was with the army of occupation for eight months, leaving the service with rank of sergeant. His front line was in the Arsne-Marine Vesle, Toulon, St. Mihiel and Meuse Argonne sectors.

Brother Madison was initiated August 20th, 1911, into Div. 504 and since that time his acquaintances hold him in high esteem as well as the members of Div. 504.

We hope him success and feel he is fully capable and worthy of his appointment.

J. T. CAMPBELL, S.-T. Div. 504.

Grand Officers Re-elected by Third Triennial Convention

The Third Triennial convention re-elected Brother W. B. Prenter, formerly First Grand Engineer, to serve another six year term, also changing the title of his office to that of General Secretary and Treasurer.

Resolutions commending Brother Prenter for his long and efficient service to the organization covering a period of twenty-five years were passed by the convention.

The convention also re-elected Brothers H. E. Wills, E. Corrigan, M. E. Montgomery, and A. Johnson, Assistant

Grand Chiefs. Brother S. H. Huff, who was appointed last year to fill out the unexpired term of Assistant Grand Chief M. W. Cadle, deceased, was elected to the office by the convention. Brothers G. W. Phillips, Grand Guide, and George R. Dority, Grand Chaplin, were also re-elected.

The convention also changed the title of the office of Second Grand Engineer to that of Editor and Manager of JOURNAL.

A Real Bargain

Copies of the complete report of the Chief Inspector of Locomotive Boilers may be procured for 25 cents per copy from the Government Printing Office, Washington, D. C.

This book contains a lot of very valuable information for locomotive engineers and is a real bargain, at any price.

Fence Divides a Continent

From Condon to Hoptown, clear across the continent of Australia, runs a fence of woven wire 1,200 miles long, and the single purpose of its construction is to guard the fertile farm lands from the havoc-making rabbit pest. The entire eastern part of the continent is overrun with rabbits, but the western state, the "Golden State," as it is proudly called, is practically free from them, thanks to this seventh wonder of a fence. Upon the intactness of this barrier depends the prosperity of every farmer in western Australia, and it is guarded with the eagerness and the care that a beleaguered state takes to prevent a devastating army from passing its boundary.

Imported into the country by some immigrant, who doubtless hoped that they would live and thrive, the original pair—for rabbits are not native to Australia—have multiplied into a countless horde, hardy, omniverous and bold. In vast armies they scout along the fence seeking some entrance hole, and often travel hundreds of miles to one ocean end of the fence trying to find a place of passage through from the inhospitable regions to the fertile farms.

The most amazing precautions are taken by the "Golden State" to maintain the effectiveness of its barrier. Range riders guard it for its entire length and keep it in a perfect state of

repair. Ingenious traps are installed at every railroad crossing, and wherever a road passes through rabbit-proof gates are built into the fence. A heavy fine is the penalty for anyone who leaves a gate open.

Sometimes a "willy-willy," or cyclone, levels whole sections of the fence, and then it must be rebuilt with all possible speed. Often this occurs in the desert country through which a part of the fence runs, and then the posts and wire must be carted on camels from where the railroad ends. The expense of maintenance is large, but the saving to the fertile farms repays the outlay many times in bountiful crops.

Out at the Toes

The difference between a truant and a boy obedient to regulations is often a pair of shoes, according to an investigator of juvenile conditions. "One of the first things we do for many truants is to get them good shoes."

A boy is about the most human of human beings. The normal individual esteems self-respect among his most treasured possessions. You cannot expect a boy—any more than you can a girl—to mingle proudly among his fellows if his shoes are out at toe or heel or his trousers need repairs.

The next time your heir seems inclined to play the truant, assuming that he is ordinarily responsive to school obligations and the first spring fishing is not responsible for his dereliction, look to his shoes. Look to his shoes. If they are worn out or need a cobbler's attention see that they get it. Don't expect the boy to hold his head up as a gentleman if his toes are out.

This intangible thing called self-respect is worth preserving, whether in youth or adult. Welfare workers need to be reminded of the fact occasionally, though most of them know it well.

The man that's clean inside and outside; who neither looks up to the rich nor down on the poor; who can lose without squealing and win without bragging, is considerate of women, children and other people; who is too brave to lie, too generous to cheat and too sensible to loaf; and who takes his share of the world's goods and lets other people have theirs, has the characteristics of a true gentleman.—*The Doherty News*.

INSURANCE



BRO. C. E. RICHARDS
Gen. Sec. and Treas., B. L. E. Insurance

Insurance Laws Changed by Third Triennial Convention

The three most important changes are as follows:

(1) A reduction of 20 per cent in the Indemnity Insurance rates, which will go in force and be applicable to the fourth quarter of 1921. Specifically speaking October 1st, consequently you will collect a reduced premium in the month of September for the October quarter. The new rates will be furnished you in the new By-Laws, if we can get them printed in time, otherwise we will get out a circular letter giving you the rates to collect.

(2) All certificates continuously in force for forty (40) years or more will be paid-up certificates from and after July 1st, 1921. You will be notified next week, the names of members in your Division who, if any, have a continuous membership of forty (40) years or more, and you will collect their certificates and send them into the Home Office that we may stamp on them the words that will indicate they are paid-up certificates. And thereafter you

will not collect any further insurance assessments from these Brothers holding certificates that have run continuously forty (40) years or more.

(3) The class of persons that can be designated as beneficiaries in the Regular Insurance, Indemnity and Sick Benefit Insurance by certificate holders are as per Section 1 of said laws, to read as follows: "Wife, relative by blood to the fourth degree, father-in-law, mother-in-law, son-in-law, daughter-in-law, step-father, step-mother, step-children, children by legal adoption, a person or persons dependent upon the insured, or the (G. I. A.) Widows' and Orphans' fund," said change to conform to the Ohio State Laws.

REGULAR INSURANCE LAWS

Section 15—Which provides that Secretaries "Shall make all remittances in either New York exchange, cashier's check, certified check, post office or express money orders, OR PERSONAL CHECKS ON THE B. OF L. E. CO-OPERATIVE NATIONAL BANK."

Section 18—Defining the position of members of a Division whose charter has been suspended, classing them THE SAME AS EXPELLED MEMBERS, until such time as they have transferred their B. of L. E. membership to some other Division, or the charter of the suspended Division is restored and such members reinstated therein.

Section 19—Making plain the provision that "Any member who has received payment of his certificate on account of disability may reinsure, provided he comes within the age limits and can pass the necessary physical examination, and providing that he signs a waiver releasing the Association from any liability for disabilities already sustained."

Section 35—Raising the three amounts from \$30, \$40 and \$50, to \$40, \$50 and \$60.

INDEMNITY AND SICK BENEFIT LAWS

Section 10-Ind. and Section 10-Sick—Requires the President and General Secretary-Treasurer to cancel all certificates at 70 years of age.

Section 14-Ind. and Section 11-Sick—Authorizes the President and General Secretary-Treasurer to cancel any certificate because of a multiplicity of claims.

Section 16-Ind. and Section 18-Sick—Provision passed authorizing the Home

Office to accept statements as to disability and sickness from an osteopath and chiropractor.

There are other minor changes but the ones quoted above are the most important, and owing to the fact that the printers in Cleveland are yet on strike and no prospect of settlement, which makes it indefinite as to when we can get the new laws published and out to the membership, we are giving you this advance information.

All changes in the laws will go into effect as soon as we can get the laws published and in the hands of the officers and members, except the new Indemnity Insurance rates and the forty (40) year paid up certificate, which will go into effect as above stated.

It has been decided to suspend any further efforts to put over the following new features: The Ten Year, Twenty Year, Straight Life and Funeral Benefit Plans, and the money paid by applicants for these classes of protection will be refunded to them, through you, in the immediate future.

C. E. RICHARDS,
Gen'l Sec'y-Treas.

W. E. FUTCH, Pres.

Just Study the Question

If one will only take the trouble to figure it out they can readily see what a really good investment the B. L. E. insurance is, and how much the beneficiaries who draw its benefits get out of it over and above what was paid into it. This is made possible by the inflow of younger members, the lapsation or in other words, the dropping out of those who have paid in and will draw nothing out, and the careful investment of the surplus money of the association, which is held to meet a sudden demand upon the members, as in case of a serious epidemic.

That the B. L. E. insurance association does so well is all the more remarkable when it is considered that all its policy holders are an "extra hazardous" risk while the old line companies take men from all walks of life. Yet the old line companies cannot do nearly so well for their policy holders, from the fact that those companies are run for profit and are among the richest corporations in the country, while the B.

L. E. insurance is run solely for the benefit of the members of the Brotherhood.

So if you think the insurance could be made more liberal, study the question a little and you may come to wonder how it really can be as liberal as it is.

Be Ready When the Caller Comes

Life Insurance boiled down to its very essence means simply Thrift Plus Protection.

Do you know of anything more needed in the average home today than that.

It is little short of a crime to go on driving through life with a wife and family depending upon you, and all the time you are taking the chances of being taken away forever and making no provision for the financial care of your family other than a \$1,500 insurance policy.

Have you ever gone to the home of an engineer's widow to pay one of these \$1,500 policies, if so and you have not been deeply impressed with the insignificance of the amount especially when a large part of it must go for expenses already incurred, then your heart is not in the right place.

If you have a good bank account, all well and good, but as a rule the man who is thrifty enough to accumulate a good bank balance is wise enough to give his family insurance protection, for death may intervene before a good bank account is saved, while insurance protection is provided as soon as the certificate is taken out.

Brothers, when your pulse stops beating, your name is cut off the pay-roll and YOUR troubles end; but your wife's troubles just begin.

Someday the caller is coming for you just as sure as you are living. You cannot send an extra man in your place either. You are going to leave your switch key, your rule book and your schedule, all your collections and speculations behind you. You cannot dodge this trip. This caller may have looked you once over in the past but you were not conscious of it.

Isn't it possible, if you had time to think it over, that you would feel better

making the next trip on a \$3000 or \$4500 certificate, instead of a \$1500 certificate.

The fellow who will accept advice, accept it graciously, and act on it, is a bigger fellow than the one who gives it. Take this tip from one who knows, and be ready when the "Caller" comes.

J. B. W.
Div. 649.

Crow a Feathered Outlaw

The crow has but few human friends, and possibly none outside its own family. Even its feathered neighbors do not care about it. Crows seem, however, to esteem each other's companionship, judging from the fact that a crow is seldom seen alone. They do their day's work, be it good or bad, in groups; they spend considerable time holding meetings by thousands, and they travel in somewhat army fashion.

Crows are neither admired nor loved. Hundreds of birds have been given honorable places in literature, but if the crow is introduced, it is usually for the purpose of adding one more melancholy feature to a melancholy scene.

Have You a "Double"?

If you have a "double" and want to cash in on him, study this:

Virgil Decker, a Warsaw, Indiana, farmer boy—though far removed from the boob classification, mind you—had a friend, Leroy Lovett, and they looked as much alike as two peas. This gave Virgil an idea. To make his friend as much his "double" as possible, Virgil even induced Leroy to have his arm tattooed just like his own was.

The young farmer then took out \$30,000 of life insurance, \$5,000 of which was on the double indemnity plan, that is, the beneficiary was to draw double the face of the policy in case of the insured being killed by a common carrier. He made his brother his beneficiary.

One day recently a boy's mangled form was found on a railroad track. The clothes were those of Virgil Decker; the tattoo on the arm also served as an identification. Relatives and friends easily identified the remains. Besides, Virgil had disappeared.

But, so had Leroy Lovett, which agents of the insurance companies soon noted.

So, Virgil's brother, the beneficiary, was "carelessly" watched, and soon the whereabouts of the young farmer was discovered. The rest was easy. He confessed.

He had killed Leroy Lovett and placed the remains on the railroad track. After the "beneficiary" had secured the insurance, the brothers were going to South America, where booze is plentiful and everybody smokes.

In his confession Decker stated that the only reason he had for committing the murder was that the devil told him to do it.—*The Kablegram*.

It All Sums Up in "Don't Take a Chance"

Every man, no matter where he is or what he does, must realize that there is a certain hazard in everything. Constantly there is the possibility of accident. You walk along the street, you may stumble. You keep your eyes open and something may blow into them, and so on from the time you get up in the morning of one day to the time you get up the next. It's there every second of every minute of every hour of every day—and don't forget it. You can go out in the middle of a field, sit down, fold your arms and say, "I'm safe," but you're not. Lightning, they say, hits but once in the same place—but you may be in that place.

Well—that's the question, now what's the answer? It's simple enough. The answer is, "Safety First"—"Be Careful"—The danger is there—every second, every minute of every hour of every day. How are you going to do it? That's easy, too—Attend to your own business. You were given a head to think with, use it to keep yourself out of trouble. The main "Don'ts" are all summed up in one "Don't take chances." You will, if by no other means, learn by the loss of a finger, by the loss of a hand or leg, that chance taking doesn't pay. Think it over. Your wife, your children, your father and mother, your friends and your company—do they expect you to take chances? No. Then why do the things you are not expected to do? You, the man, the employee, gain by Safety First. Think it over. We know Safety First pays and we want you to agree with us. Give it a try. Start today and make "Safety First" a part of your job.—*Safety Hints*.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 632-635

SERIES T

Office of Association, Room 1136, B. of L. E. Bldg.
CLEVELAND, OHIO, August 1, 1921.

To the Division Secretaries L. E. M. L. and A. I. A.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500; \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 135, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid.

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Amt. of Ins. | To Whom Payable |
|--------------|--------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|---------------------------|
| 557 | Watson D. Wheaton | 48 | 276 | Feb. 24, 1918 | June 5, 1921 | Killed | \$1500 | Children |
| 558 | W. A. Priest | 63 | 164 | Feb. 19, 1900 | June 9, 1921 | Malignant growth stom. | 750 | Ida L. Priest, w. |
| 559 | D. R. O'Brien | 81 | 304 | Oct. 24, 1889 | June 10, 1921 | Cerebral hemorrhage | 3000 | Emma W. O'Brien, w. |
| 560 | S. C. Evans | 52 | 433 | May 27, 1913 | June 3, 1921 | Drowned | 1500 | Elizabeth Evans, w. |
| 561 | Alex. Clements | 52 | 110 | Dec. 2, 1896 | June 8, 1921 | Apoplexy | 3000 | Isabella Clements, w. |
| 562 | Aug. P. Bowles | 57 | 214 | Dec. 1, 1902 | June 10, 1921 | Myocarditis | 1500 | Flora B. Bowles, w. |
| 563 | W. T. Flint | 76 | 475 | April 7, 1881 | June 8, 1921 | Carcinoma | 3000 | Frank T. Flint, s |
| 564 | Jas. B. Jackson | 58 | 230 | June 23, 1899 | June 14, 1921 | Killed | 3000 | Mary J. Jackson, w. |
| 565 | Silverius Kelly | 49 | 297 | May 1, 1904 | June 16, 1921 | Paralysis | 1500 | Eleanor Kelly, w. |
| 566 | A. Cowden | 77 | 94 | Sept. 3, 1894 | June 4, 1921 | Apoplexy | 1500 | Homer B. Cowden, s. |
| 567 | C. E. Kimball | 70 | 200 | Nov. 27, 1880 | June 13, 1921 | Acute dilatation of heart | 4500 | Carrie B. Kimball, w. |
| 568 | Frank Bizot | 30 | 230 | Mar. 18, 1918 | June 14, 1921 | Killed | 1500 | Zoie H. Bizot, w. |
| 569 | John Murphy | 80 | 815 | June 26, 1883 | May 26, 1921 | Killed | 3000 | Mary E. Murphy, d. |
| 570 | John Kennedy | 62 | 622 | Dec. 21, 1903 | May 17, 1921 | Valvular heart disease | 1500 | Wife and son. |
| 571 | Glenn Scott | 41 | 88 | Dec. 4, 1920 | June 27, 1921 | Drowned | 1500 | Ida Mae Scott, w. |
| 572 | R. A. Damran | 43 | 190 | Oct. 27, 1917 | June 16, 1921 | Suicide | 3000 | J. R. Damran, b. |
| 573 | A. B. Wells | 31 | 462 | Oct. 4, 1920 | June 19, 1921 | Diabetes | 1500 | Josie Wells, w. |
| 574 | H. H. Seobie | 70 | 395 | Aug. 1, 1882 | June 5, 1921 | Angina pectoris | 3000 | Children |
| 575 | Frank McNamara | 56 | 290 | Mar. 8, 1903 | June 13, 1921 | Myocarditis | 750 | Mary McNamara, w. |
| 576 | Edwin Bosley | 73 | 441 | Dec. 2, 1900 | June 17, 1921 | Cerebral apoplexy | 3000 | Lillian Bosley, w. |
| 577 | J. W. Nairn | 68 | 149 | Dec. 22, 1902 | June 20, 1921 | Chronic heart disease | 1500 | Catherine Nairn, w. |
| 578 | P. D. Burk | 64 | 223 | July 3, 1897 | June 21, 1921 | Killed | 3000 | Fannie B. Burk, w. |
| 579 | Richard D. Curry | 47 | 803 | Nov. 9, 1907 | June 20, 1921 | Endocarditis | 3000 | Mary E. Curry, w. |
| 580 | Frank Carman | 52 | 277 | July 23, 1900 | June 4, 1921 | Nephritis | 1500 | Leatha E. Carman, w. |
| 581 | John J. Mannion | 51 | 887 | June 14, 1918 | June 23, 1921 | Carcinoma | 1500 | Wilhelmine H. Mannion, w. |
| 582 | John Power | 34 | 696 | May 6, 1917 | June 20, 1921 | Right foot amputated | 3000 | Self |
| 583 | Nath'l Mortonson | 43 | 94 | Sept. 23, 1917 | June 9, 1921 | Killed | 1500 | Mary Mortonson, w. |
| 584 | Geo. D. Henry | 50 | 29 | Feb. 21, 1918 | June 3, 1921 | Drowned | 1500 | Sarah Henry, w. |
| 585 | Geo. H. Johnson | 85 | 54 | May —, 1868 | June 10, 1921 | Senility | 3000 | Margaret Johnson, w. |
| 586 | Curtis B. Abell | 70 | 415 | Sept. 28, 1888 | May 10, 1921 | Apoplexy | 1500 | Sisters and brothers |
| 587 | G. W. Myers | 38 | 39 | April 12, 1920 | June 24, 1921 | Killed | 1500 | Josie Myers, w. |
| 588 | Chas. W. Neilson | 34 | 606 | June 13, 1915 | June 16, 1921 | Killed | 1500 | Ora E. Neilson, w. |
| 589 | Fred Staley | 58 | 42 | April 28, 1891 | June 24, 1921 | Apoplexy | 3000 | Leona Staley, w. |
| 590 | John L. Simpson | 63 | 81 | Jan. 1, 1887 | June 24, 1921 | Murdered | 3000 | Wife and daughters |
| 591 | Thos. P. Curley | 44 | 225 | Sept. 16, 1911 | June 21, 1921 | Duodenal ulcer | 1500 | Maudie B. Curley, w. |
| 592 | J. T. McMahon | 67 | 312 | Oct. 11, 1889 | June 23, 1921 | Arterio sclerosis | 1500 | Hannah E. McMahon, w. |
| 593 | H. E. McLaughlin | 31 | 447 | Jan. 17, 1915 | June 28, 1921 | Suicide | 3000 | Emma McLaughlin, w. |
| 594 | Pat'k Reidy | 58 | 11 | Aug. 21, 1910 | June 29, 1921 | Perforated gastric ulcers | 1500 | Mary Reidy, w. |
| 595 | Wm. Zick | 44 | 2 | Feb. 20, 1911 | June 26, 1921 | Duodenal ulcer | 3000 | Minnie B. Zick, w. |
| 596 | R. R. Shackelford | 48 | 849 | Mar. 20, 1911 | June 20, 1921 | Blind right eye | 1500 | Self |
| 597 | J. B. Melvin | 50 | 314 | Sept. 29, 1907 | June 16, 1921 | Bright's disease | 1500 | Sarah A. Melvin, w. |
| 598 | Wm. Timm | 40 | 286 | Jan. 7, 1912 | July 7, 1921 | Endocarditis | 1500 | Myrtle Timm, w. |
| 599 | A. K. Monroe | 52 | 239 | Mar. 30, 1896 | July 2, 1921 | Killed | 3000 | Mary A. Monroe, w. |
| 600 | C. E. Rettew | 74 | 166 | July 1, 1896 | June 2, 1921 | Arterio sclerosis | 4500 | Sons |
| 601 | P. J. Murphy | 43 | 145 | Feb. 6, 1910 | June 23, 1921 | General paralysis | 1500 | Elizabeth B. Harlow, s |
| 602 | L. M. Zeckman | 63 | 75 | June 21, 1903 | June 28, 1921 | Myocarditis | 1500 | Jane Zeckman, w. |
| 603 | C. S. Seay | 72 | 26 | Aug. 15, 1898 | June 23, 1921 | Heart disease | 1500 | Kate W. Seay, d. |
| 604 | M. Patten | 72 | 5 | May 17, 1884 | June 25, 1921 | Arterio sclerosis | 4500 | Frances A. Patten, w. |
| 605 | Wallace A. Ballard | 58 | 354 | Dec. 19, 1906 | June 30, 1921 | Gastric ulcers | 1500 | Ella Ballard, w. |
| 606 | Frank Rothner | 53 | 568 | Mar. 17, 1887 | July 5, 1921 | Diabetes | 3000 | Lizzie S. Rothner, w. |
| 607 | C. S. Moore | 61 | 688 | Sept. 4, 1887 | June 5, 1921 | Nephritis | 2250 | Lillie M. Moore, w. |
| 608 | Francis P. Kelly | 54 | 559 | Dec. 6, 1891 | June 18, 1921 | Aorta aneurysm | 3000 | Wife and son. |
| 609 | C. L. Hopkins | 36 | 710 | June 1, 1919 | May 24, 1921 | Aortic regurgitation | 1500 | Julia T. Hopkins, d. |
| 610 | Walter W. Dornin | 52 | 317 | Oct. 7, 1900 | June 23, 1921 | Acute nephritis | 3000 | Minnie K. Dornin, w. |
| 611 | E. K. Donaldson | 52 | 233 | Mar. 24, 1903 | June 11, 1921 | Chronic myocarditis | 1500 | Minnie E. Donaldson, w. |
| 612 | A. R. Powell | 58 | 640 | Mar. 23, 1902 | June 21, 1921 | Apoplexy | 1500 | Rebecca Powell, w. |
| 613 | H. O. H. Burgess | 43 | 489 | May 14, 1913 | June 19, 1921 | General Paralysis | 4500 | Mother, wife & children |
| 614 | Lewis McGovern | 79 | 66 | Jan. 7, 1887 | June 26, 1921 | Carcinoma | 3000 | Lizzie A. McGovern, w. |
| 615 | M. M. Lemon | 69 | 708 | Aug. 31, 1900 | Nov. 17, 1919 | Blind left eye | 1500 | Self. |

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Amt. of Ins. | To Whom Payable |
|--------------|--------------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|--------------------------|
| 616 | Geo. Heffner..... | 74 | 365 | Sept. 12, 1888 | May 16, 1921 | Acute infec. gall bladder | 3000 | Sophronia A. Heffner, w. |
| 617 | Samuel Wilcox..... | 66 | 709 | May 7, 1899 | May 17, 1921 | Pneumonia..... | 3000 | Ella F. Wilcox, w. |
| 618 | Jas. W. Swiney..... | 51 | 323 | Nov. 9, 1902 | June 2, 1921 | Acute nephritis..... | 3000 | Estate. |
| 619 | O. E. Chase..... | 59 | 150 | Dec. 8, 1897 | June 6, 1921 | Pulmonary embolism..... | 1500 | Children. |
| 620 | Wm. E. Hamilton..... | 49 | 836 | Mar. 4, 1900 | June 7, 1921 | Arterio sclerosis..... | 3000 | Mary Hamilton, w. |
| 621 | Burrell J. Stafford..... | 36 | 475 | Oct. 1, 1920 | June 9, 1921 | Killed..... | 3000 | Wife and daughter. |
| 622 | Alfred Hart..... | 56 | 457 | April 26, 1903 | June 10, 1921 | Myocarditis..... | 1500 | His estate. |
| 623 | D. H. MacDonald..... | 86 | 110 | Sept. 12, 1872 | June 11, 1921 | Cerebral thrombosis..... | 3000 | Children |
| 624 | C. G. Sanborn..... | 50 | 611 | Feb. 4, 1895 | June 13, 1921 | Arterio sclerosis..... | 3000 | Wife and children |
| 625 | Ronald McIsaac..... | 32 | 586 | Sept. 3, 1918 | June 14, 1921 | Acute nephritis..... | 1500 | Mary McIsaac, m. |
| 626 | P. K. Ryan..... | 62 | 186 | Aug. 23, 1890 | June 15, 1921 | Apoplexy..... | 3000 | Alberta Ryan, w. |
| 627 | Ervin Skelton..... | 48 | 594 | Jan. 31, 1904 | June 23, 1921 | Killed..... | 1500 | Rose Skelton, w. |
| 628 | Edw. H. Wickham..... | 53 | 54 | Mar. 3, 1903 | June 24, 1921 | Lobar pneumonia..... | 3000 | Josephine Wickham, w. |
| 629 | Richard J. List..... | 57 | 141 | Nov. 16, 1899 | July 2, 1921 | Cerebral apoplexy..... | 1500 | Leah J. List, w. |
| 630 | Joseph P. Rood..... | 81 | 53 | Dec. 19, 1879 | July 3, 1921 | Cerebral hemorrhage..... | 3000 | Children. |
| 631 | John H. Greaff..... | 69 | 104 | June 15, 1890 | July 8, 1921 | Leg amputated..... | 1500 | Self. |
| 632 | John B. Connolly..... | 59 | 52 | Aug. 16, 1896 | July 9, 1921 | Carcinoma..... | 3000 | Mary J. Connolly, w. |
| 633 | B. E. Truitt..... | 50 | 556 | Oct. 10, 1902 | July 10, 1921 | Oper., diseased gall blad. | 3000 | Delia P. Truitt, w. |
| 634 | Fred J. Kippley..... | 40 | 169 | Mar. 24, 1914 | July 11, 1921 | Sunstroke..... | 4500 | Catherine Fecht, s. |
| 635 | Chas. D. Bradshaw..... | 31 | 825 | April 15, 1914 | July 12, 1921 | Killed..... | 1500 | Caroline Bradshaw, w. |

Number of Death Claims.....75
 Number of Disability Claims.....4) 79

Total amount of Claims \$182,350.00.

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If anyone can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, beneficiary of our late Brother, J. J. Conrad; amount due, \$464.04.
 Mary Agnes Hayes, beneficiary of our late Brother, Wm. E. Hayes; amount due, \$732.00.

James Powers, beneficiary of our late Brother, Michael Powers; amount due, \$136.37.

Mrs. Laura Thorp, beneficiary of our late Brother, F. B. Reynolds; amount due, \$1500.

Mrs. J. A. Tanner, beneficiary of our late Brother, H. M. Robinson; amount due, \$1500.

Jennie Showers, beneficiary of our late Brother, S. E. Ferguson; amount due, \$1436.50.

John McGinnis, beneficiary of our late Brother, W. J. Kelley; amount due, \$1337.52.

Henry Hein, beneficiary of our late Brother, John Hein; amount due, \$1481.40.

Statement of Membership

For June, 1921

| | | | | | | |
|--------------------------------------------------------------------------------|--------------|---------------|-----------|---------------|----------|---------------|
| Classified represents | \$ 750 | \$1,500 | \$2,250 | \$3,000 | \$3,750 | \$4,500 |
| Total membership May 31st..... | 1,281 | 54,301 | 99 | 24,152 | 4 | 5,623 |
| Applications and reinstatements received during the month..... | .... | 118 | .... | 89 | .... | 41 |
| Total | 1,281 | 54,419 | 99 | 24,241 | 4 | 5,664 |
| From which deduct certificates terminated by death, accident or otherwise..... | 8 | 208 | .... | 76 | .... | 13 |
| Total membership June 30th..... | 1,273 | 54,211 | 99 | 24,165 | 4 | 5,651 |
| Grand Total | | | | | | 85,403 |

Financial Statement

Cleveland, Ohio, July 1, 1921.

Mortuary Claim Fund

| | |
|-------------------------------------------------------|---------------------|
| Balance on hand June 1, 1921..... | \$ 709,340.85 |
| Received from assessments Nos. 354-57..... | \$202,478.48 |
| Received from members carried by the Association..... | 216.00 |
| Interest from Bank..... | 4,182.73 |
| ..... | \$206,877.21 |
| ..... | 206,877.21 |

| | |
|----------------------------|----------------------|
| Total | \$ 916,218.06 |
| Paid in claims..... | 213,750.00 |

Balance on hand June 30, 1921..... **\$ 702,468.06**

Special Mortuary Fund

| | |
|------------------------------------|---------------------|
| Balance on hand June 1, 1921..... | \$ 747,120.83 |
| Bonds..... | 1,549,025.56 |
| Received in June..... | \$ 23,033.39 |
| Interest from Bonds and Banks..... | 8,229.24 |
| ..... | \$ 31,262.63 |
| ..... | 31,262.63 |

Balance on hand June 30, 1921..... **\$2,327,409.02**

Mortuary Expense Fund

| | | |
|------------------------------------|---------------|------------|
| Balance on hand June 1, 1921..... | \$ 109,443.97 | |
| Bonds | | 13,124.44 |
| Received from fees..... | \$ 271.34 | |
| Received from 2%..... | 4,606.63 | |
| Refunds | 3,275.21 | |
| Interest from Banks..... | 65.04 | |
| | \$ 8,218.22 | 8,218.22 |
| Total | \$ | 130,786.63 |
| Expense for June 1921..... | | 15,166.32 |
| Balance on hand June 30, 1921..... | \$ | 115,620.31 |

Indemnity Claim Fund

| | | |
|------------------------------------|---------------|------------|
| Balance on hand June 1, 1921..... | \$ 189,439.81 | |
| Premium received | \$ 499.00 | |
| Interest from Bank..... | 814.21 | |
| | \$ 1,313.21 | 1,313.21 |
| Total | \$ | 190,753.02 |
| Paid in claims..... | | 18,062.09 |
| Balance on hand June 30, 1921..... | \$ | 172,690.93 |

Indemnity Expense Fund

| | | |
|------------------------------------|--------------|-----------|
| Balance on hand June 1, 1921..... | \$ 32,956.24 | |
| Received from fees..... | \$.75 | |
| Received from 5%..... | 25.20 | |
| Refund | 1,338.80 | |
| Interest from Bank..... | 698.75 | |
| | \$ 2,063.50 | 2,063.50 |
| Total | \$ | 36,019.74 |
| Expense for June..... | | 5,317.65 |
| Balance on hand June 30, 1921..... | \$ | 30,702.09 |

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1807, 1869, 1878, 1879, 1881, 1883, we would like to purchase them.

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, NINETEENTH AND GRAND AVE., DES MOINES, IOWA, or 1126 Engineers' Building, Cleveland, Ohio, and it will receive prompt attention.

THE B. of L. E. JOURNAL**OLD ADDRESS**

Name

Division Number

Box or Street No.

P. O. State

NEW ADDRESS

Box or Street No.

P. O. State



Regarding Insurance Trusts

Ere this you have doubtless read about the Trust Department of the Brotherhood Bank in the July issue of the Journal. In line with our desire to have the trust work thoroughly understood by all members, we take this opportunity to elaborate on one kind of trust. While that announcement was general in nature, this article will go into somewhat greater detail.

First of all regarding insurance trusts. Let us ascertain precisely what an insurance trust agreement will do for you and your family. An insurance trust, as previously pointed out, does not come into effect until your death, at which time your insurance money is paid. Under the terms of an insurance trust agreement, you would designate the Brotherhood Bank as Trustee, your beneficiary for the purpose of carrying out the provisions of the trust. These provisions would vary, but it is possible to give you an indication of the usual provisions.

First of all the agreement would recite that the policies, together with executed change in beneficiary, have been deposited with the Brotherhood Bank and that the insurance money is to be collected by the bank upon your death. Then follows authority for the bank as Trustee to invest the money and after that stipulations for the payment of income. The usual provision states that the income is to be paid to your wife so long as she may live and when your wife dies, the principal is to be distributed to your children or whomsoever you may designate. You may, if you so desire, have the income paid to your sister, your brother, or any relative permitted by the Insurance Association to be named as beneficiary. In fact any distribution of the principal may be made provided it is not contrary to law. In this way your real beneficiary is assured of the highest return on the amount of money constituting your in-

surance, consistent, of course, with safety. It means that, to the extent of your insurance money, your widow and other loved ones will be cared for in the best conceivable manner. It means that this Bank, which is part and parcel of the Brotherhood, will always safeguard more certainly than any outsider would, the interests of your wife and children.

A feature of the form of trust under discussion is its revocability, meaning that at any time, in the option of the person creating the trust, he may terminate it without incurring any obligation whatsoever.

The charge for the service is nominal and no one need deny himself the advantages of an insurance trust because of the cost.

Statistics show that money received by a widow under an insurance policy is dissipated within six years. What does this mean? It means that, with few exceptions, the care of money by a woman with the responsibilities of widowhood upon her, is a task beyond her powers. It means her entrance into an unknown field, a field full of pitfalls. Of late years the control, management and investing of money has been reduced to a science. It requires no little business acumen, foresight and ability. There are certain fundamental economic laws to be followed, the transgression of which leads to certain loss.

To form an opinion of the merits of a prospective investment many things must be inquired into. What are the past earnings of the company? Have they paid their interest or dividends regularly? What is the nature of its product? What is the market for the thing it sells? How much property has it as security? Are there any outstanding debts of large amount? Who are the men managing the enterprise?

These and many more points should be considered and determined before making any investments. It stands to reason that after your death your wife

is not in a position to gather this data. On the other hand, the bank, because of its organization, can get all this information and does secure it before investing a dollar. Precisely the same high class securities are purchased with trust money as the bank invests its own funds in. The securities are all passed upon finally by our Finance Committee, a group of men who give to the selection of trust securities, all the skill, learning and experience at their command.

To the inexperienced the problem of placing insurance money where it will do the most good and bring in a good yield is attended by great perplexity. Friends and strangers are prone to hand out free advice, and between conflicting opinions, the widow and children know not which to accept. It is a trying task but it is something that can be avoided by placing your faith in your own bank by creating a trust fund to be administered in accordance with your own wishes.

A number of our Engineers to whom knowledge of our Trust Department has come, have executed insurance trusts and it is our hope that every Engineer in the organization will do this, firmly believing it is to be a tremendous power for good.

Remember always that this is your bank and that your interests are our interests. The Trust Department was established principally for your benefit and for the good of your families. If we serve you along these lines then we will feel that the establishment of a Trust Department was justified.

Address your mail to the Brotherhood of Locomotive Engineers Co-operative National Bank, marking your letter for the attention of the Trust Department.

**Important Notice to Canadian Members
With Regard to Depositing Money
in B. L. E. Bank, Cleveland,
Ohio**

Many letters are coming to the Grand Office asking for information regarding deposits the members in Canada desire to make in the Brotherhood of Locomotive Engineers' Co-operative National Bank, through the Canadian Bank of Commerce. We are just in receipt of a letter from the manager of the Canadian Bank of Commerce and it explains in detail just how you can de-

posit funds and what you must do to avail yourself of their services. We quote this letter, below:

"Brotherhood of Locomotive Engineers' Co-operative National Bank, Cleveland, Ohio.

"Dear Sirs: With reference to our previous correspondence in the matter of your account with us, we now beg to enclose copy of circular dispatched to our branches. From this you will understand that they are now in a position to accept deposits on your behalf.

"The stationery which we are having prepared is now practically complete and that required by you will be forwarded in the course of the next few days.

Yours truly,
MANAGER."

CIRCULAR NO. 30

Instructions Issued to All Branch Managers of Canadian Bank of Commerce

Toronto, 21 January, 1921.

Referring to circular No. 217-20, the Brotherhood of Locomotive Engineers' Co-operative National Bank is now open for business.

In order to accomodate Canadian members of the Brotherhood who may wish to deposit with their own bank, we have agreed that our branches in Canada will accept at par any deposits tendered them for account of the Brotherhood Bank and transfer the same by mail to the Toronto branch for account of the Brotherhood Bank.

A receipt for the money deposited is to be given on form 92, and must clearly state that the amount is to be transferred to the Canadian Bank of Commerce, Toronto, for account of the Brotherhood of Locomotive Engineers' Co-operative National Bank. The procedure outlined below must be followed:

(a) If a New Account:

1. Obtain the depositor's full name, occupation and address.
2. Obtain two specimen signatures on form 143 and two on the usual gum slips used for savings bank ledgers.
3. Ascertain if a Savings or Current Account is desired.
4. Forward the specimen signatures to the Toronto branch along with the transfer and advise them of full particulars obtained, as above.
5. Advise the depositor that he

should, in due course, receive an acknowledgment of his deposit with passbook, etc., from the Brotherhood Bank, Cleveland, and that if this is not forthcoming the matter should be taken up with the latter direct.

(b) If an Account Already Open:

1. Obtain the depositor's name and address.

2. Obtain the account number, if any.

3. Advise Toronto of the above particulars and transfer the amount of the deposit to them.

4. Advise depositor that he should forward his passbook direct to the Brotherhood Bank, Cleveland, to be written up.

Special Notice

Anyone knowing the whereabouts of Willard F. Kapp will confer a great favor by corresponding with his mother, Mrs. Fred Kapp, Gallion, Ohio.

Items of Personal Interest

H. Modaff, assistant superintendent of motive power of the Chicago, Burlington & Quincy, with headquarters at Lincoln, Neb., has been appointed master mechanic, with headquarters at Ottumwa, Iowa.

T. E. Paradise, assistant superintendent of motive power of the Chicago, Burlington & Quincy, with headquarters at Lincoln, Neb., has been appointed master mechanic with headquarters at Hannibal, Mo., the position of assistant superintendent of motive power being abolished.

Harry W. Finnell has become connected with the sales department of the Automatic Straight Air Brake Company, with headquarters at the company's general offices, 210 Eleventh avenue, New York. Mr. Finnell has had a wide experience in the railway supply business and was attached to the War Industries Board during the war.

W. A. Jex, assistant road foreman of engines on the Toledo & Ohio Central, at Bucyrus, Ohio, has been appointed supervisor of air brake equipment, with offices at Broad Street Station, Columbus, Ohio. Mr. Jex will also have supervision of the air brake work on the Zanesville & Western, Kanawha & Michigan, and the Kanawha & West Virginia.

Frank S. Robbins, formerly master mechanic of the Pennsylvania at Pitts-

burgh, Pa., has been appointed mechanical adviser to the Chinese Eastern railway, which is a part of the Trans-Siberian System. Mr. Robbins entered the war service as captain of Company D of the 19th Engineers, and on being appointed superintendent of motive power of "D" line was promoted to the rank of major of engineers. Mr. Robbins' headquarters will be at Harbin, Manchuria.

Report from the Atlanta, Birmingham and Atlantic Strike

Atlanta, Ga., July 8, 1921.

STATEMENT FOR THE PRESS

Val Fitzpatrick and J. B. Hogsted, Joint Committee, A. B. & A. Strike.

The investigation made by committees reporting the clash between the strikers who withdrew from the A. B. & A. railway, March 5th, and strike breakers who are now in the service of the said railway at Fitzgerald indicates that the trouble was fomented at a barbecue given by the Officials of the railway at Fitzgerald shops, July 4th. It seems that the speeches of some parties at least had the effect of inciting the strike breakers to strut around the streets flaunting defiance and making insulting remarks to the strikers, declaring that they would wipe out the strikers' picket posts which surround the Shops and had been maintained since the strike went on.

About 1 o'clock the morning of July 5th, Engine No. 112, in charge of Engineer H. Saunders and other strike breakers, when passing one of the picket posts opened fire upon the men who were around the picket post. In the neighborhood of twenty shots were fired directly at the picket posts, and as the result it was pretty well riddled with bullets. After the shooting the strikers went to the residence of Sheriff Dorniney, reporting the facts to him, furnishing the name of Engineer Strike Breaker Saunders, and requested him to make an investigation of the affair, which he positively refused to do. However, later in the day one of the strikers swore out a warrant for Engineer Saunders, charging him with attempt to murder, but it was not served until late in the afternoon of the said date. He was arrested and placed under \$500 bond to appear for hearing.

During the entire day of July 5th, strike breakers circulated around the town, giving it out that they would clean out the picket lines that night and from the observations of strikers and others, strike breakers were going around the streets in a belligerent attitude and apparently well armed, which points to the fact that it was their intentions to commit an assault upon the strikers.

At 10 o'clock the night of the 5th, when an engine was proceeding from the shops to the passenger station and was within about 125 feet of the picket posts the men on the engine began shooting at the pickets. Several shots were fired. Men at the picket posts, seeing that their lives were in danger, made every possible effort to get away from the bullets of the strike breakers.

The engine stopped at the picket posts for an interval of a minute, then moved quickly away down towards the passenger station, at which time it was found that the engineer was shot. This incident spread quickly through the town, and naturally men began to congregate discussing the affair. The sheriff, instead of placing citizens as deputy sheriffs, swore in a number of strike breakers, who were thoroughly armed, which did not do the situation any good. However, the mayor of the city and others succeeded in promptly restoring order.

While this incident is very regrettable, it can be charged to the failure of the County Officials to properly enforce the law. Strikers have been arrested on trumped up charges and in some cases, at least, perjury and fraud have been resorted to in order to connect the strikers with the destruction of property and the court records will fully substantiate this statement. The strikers in their cause have more to lose through acts of violence than it is possible for them to gain, and, therefore, they commend anyone who will properly see to observance of law and order.

The sending of troops to Fitzgerald by Governor Hardwick to establish law and order is as much in the interest of the strikers as anyone, because it will assure to them their full rights as citizens of the community, which they certainly have not been receiving from the County Officials.

Under the decisions of the court men have a right to strike. Judge Clayton

emphasized that fact very strongly on March 26th, and in keeping with his admonition to the men who are now on strike we are endeavoring to comply fully therewith. Any failures to do so on the part of the strikers will be repudiated and denounced by the organizations without hesitancy.

Opposed to Wage Reductions or Changes in Working Conditions

The Third Triennial Convention went on record as being opposed to reduction of wages or working conditions of locomotive engineers. The resolution caused comparatively little debate before being unanimously adopted.

The resolution follows:

Resolved, That it is the sense of this grand body, representing all of the locomotive engineers in the United States and Canada, that we are unalterably and positively opposed to any reduction in compensation or change in working conditions, and the grand officers are hereby instructed to use the full force of the organization to put into effect this resolution."

The foregoing resolution was passed as an expression of the policy of the Brotherhood in dealing with the proposed wage reductions and other changes which it was reported the railroads had recently submitted to the railroad labor board.

The resolution was not in any sense a bluff, or boast, but a clear and open declaration of the attitude of the Brotherhood towards the evident unwarranted policy of the railroads, that of taking unfair advantage of the general business slump to reduce wages of locomotive engineers.

We all know that the wages of engineers was raised in lesser proportion than that of any other railroad employees, and this in spite of the increasing size of locomotives and correspondingly heavier trains. In addition to this every added improvement in locomotive construction, including the superheating of steam, and later the locomotive booster, have added to the mechanism under his charge, besides increasing the hauling capacity of the engines, a fact which has not been given the consideration it deserves in summing up the value of the service demanded of the men who are the most important human

factors in the operation of railroad trains.

The present business slump furnishes no reason why the wages of engineers should be reduced as they are piece workers, so their wages cannot be classed as an overhead or fixed railroad expense. When the trains do not run the engineer is idle and when he does work he is receiving a wage that is provided for in the increased traffic rates granted the railroads by the Interstate Commerce Commission. These rates have not been changed. It costs no more, not even as much, to run a train during the dull period as when business is heavy and there is traffic congestion, so however we view the question there can be found no reason, not even that of reduced cost of living (if there was such a thing) to justify the railroad in reducing the wages of the locomotive engineers.

In view of the foregoing facts, the action of the Third Triennial Convention will receive the hearty endorsement of the members throughout the United States, and is entitled to the approval of the general public.

More Riding Than Ever

Surely never in the history of the world did the people of any great country ride as much as the people of the United States are riding now. Not even the nomads who drift from place to place with their camels, their horses and their flocks and herds ever matched the riding which is done now in America.

It is not altogether the fruit of the prodigious growth of the automobile industry and the addition, year after year, of millions of motor vehicles to the country's facilities for getting about at high speed. In part, it is the enormous use of street cars. They carry enough passengers to make an average of about 115 rides every year for every inhabitant. That is to say, an average, probably, of at least a mile a day for every man, woman and child in America.

The automobile average is impossible to compute, but conservative estimates would make the average mileage of the 9,000,000 or more vehicles at least ten miles a day. If they carry only two persons, on the average, that would make their total equal to nearly two miles a day for every inhabitant. Add to these figures the riding done on steam rail-

ways which is equal to about 400 miles a year for every inhabitant. Then allow for the riding on vessels and in horse vehicles, which are still numbered by millions and are often hard-worked through much of the year, and the riding done by the people of the United States runs up to an enormous total.

It seems to be not less than four miles a day, every day in the year, for all of the 106,000,000 men, women and children in the country. That means about 1,500 miles annually on the average. Needless to say, the contrasts between individuals, in piling up that total, are enormously wide. Millions ride hardly at all. Other millions ride tens of thousands of miles every year. But in the mass no other nation can match this country in making the wheels go round, moving merchandise or carrying passengers.

B. L. E. Bank Deposits Boosted

It was ordered by the Third Triennial Convention that the surplus accumulation of funds of the B. L. E. Insurance Department, amounting to two million, five hundred thousand dollars (\$2,500,000) be deposited in the B. L. E. Co-operative National Bank, and making our bank a permanent depository for all B. L. E. funds.

A considerable saving was effected by this move, in that by depositing our own funds in our own bank we avoided the expense of being bonded as was formerly necessary when our funds were deposited in other banks. This saving amounts to upwards of twenty-five thousand dollars annually.

Another prominent feature of the convention was a move towards the erection of a new twenty-story B. L. E. Bank Building, the body authorizing Grand Chief Stone to proceed with the work of construction whenever he deemed it advisable to do so.

Another Problem for the Railroads

Another problem the railroads are now facing along with adequate wage reduction and the fixing of traffic rates is that of restoring the old spirit of loyalty and co-operation between the employees in transportation service. It does not matter so much about the men engaged in the shop crafts as they are more directly under the eyes of the officials and

may have their work cut out for them, but the men who are entrusted with the care and management of locomotives and the safety and despatch of trains are far removed from the critical eyes of the officials, and being almost wholly placed upon their honor in the matter of rendering service much will depend upon the sense of honor and obligation to their employers.

If there is contention between the workmen as may result from ill defined lines of authority or responsibility, poor service is bound to result, and if there is a general feeling among the men that the company has taken an unfair advantage of them in fixing the wages or working conditions the morale of the employees is bound to be affected, and the service will suffer.

In the face of this, prominent railroad officials are today criticising the action of the U. S. Railroad Labor Board for not cutting the wages of train service employes to that existing in May 1920. They are not willing that the traffic rates of that period should also be restored, although there is as good reason for the one as the other, and this attitude of selfishness of the railroads, their lack of consideration for the employees, has lowered the standard of efficiency of the workers, because the employer and the employee are thus made to stand in their relation to each other as sharp bargainers, the former giving as little as possible in the way of wages, and the latter retaliating by indifferent service.

Never before has there been such a need of individual efficiency and general co-operation of all concerned. This is particularly true of the enginemen whose wages and working conditions should be commensurate with the hazard of their work, and the measure of their responsibility. The railroads may wish to take advantage of the present wave of unemployment to force the hands of the labor board to make further wage reductions, but if so, the same old wage war will be resumed and the breach between workmen and the railway officials grow even wider than at present, while the service will suffer correspondingly.

Lower wages and lower traffic rates will not bring the desired results if these cause a lowering of the morale of the transportation employees, which in all probability they will, especially so since some of our leading experts have contended that the problem of restoring

normal conditions on the railroad is one to be solved by co-operative efficiency and not by reduced wages of employees.

Herbert Hoover's Tribute to Organized Labor

Mr. Herbert Hoover, so prominently active in solving the food problem of the allies during the world war, on his return overseas stated that the strongest protection against political unrest, Bolshevism, or even anarchy, in Europe that he saw, was union labor.

It is just as true of America as of Europe. Even more so, for the reason that there is greater need of that spirit of loyalty and patriotism in a country like ours having no great military organization to enforce peace. Yes, a contented working class thoroughly organized is a most effective, as well as an inexpensive standing army, and, the fact of their being contented is in itself an asset that makes for peace and progress and all that goes to sum up a happy and prosperous nation.

Dr. Steinmetz Says Cities Will Be Fireless

Dr. Charles A. Steinmetz, the electrical wizard, believes that in the not far distant period it will be illegal to build a fire in the limits of cities and that they will be smokeless and dustless.

"Although we are absolutely dependent on our electricity today, we have still only begun to use it," says Dr. Steinmetz, "Its use in the home is one example of the field which is just beginning to be opened. The time will come, and before very long, when all the labor in the home will be done by electricity.

"In the city, present methods of manufacture will be replaced with electrical methods. The present city, with its dust and smoke, will be unknown. It will be against the law to have a fire in the city limits. Life will then be worth living in cities.

"The great achievement of the nineteenth century was the development of transportation facilities. That made man as entirely independent of his immediate surroundings as he has been dependent on them 100 years previous. And yet in transportation we have not nearly utilized electricity to its fullest possibility."

OBITUARIES

Grass Lake, Mich., June 26, duodenal ulcer, Bro. Wm. Zick, member of Div. 2.

Los Angeles, Cal., June 25, paralysis, Bro. C. M. Patten, member of Div. 5.

St. Louis, Mo., June 24, apoplexy, Bro. F. Staley, member of Div. 42.

Baltimore, Md., July 9, carcinoma of liver, Bro. J. B. Connolly, member of Div. 52.

Rahway, N. J., July 3, cerebral hemorrhage, Bro. Joseph P. Rood, member of Div. 53.

Lowell, Mass., June 24, lobar pneumonia, Bro. E. H. Wickham, member of Div. 54.

Freeport, Ill., June 26, carcinoma, Bro. Lewis McGovern, member of Div. 66.

Philadelphia, Pa., May 27, kidney trouble, Bro. Anthony Margay, member of Div. 71.

Philadelphia, Pa., May 6, heart disease, Bro. Daniel McGlynn, member of Div. 71.

Cressona, Pa., June 28, diabetes, Bro. Louis M. Zechman, member of Div. 75.

Kansas City, Kan., June 24, murdered, Bro. John L. Simpson, member of Div. 81.

Moberly, Mo., June 29, rheumatism, Bro. J. A. Taggart, member of Div. 86.

North Platte, Neb., June 27, drowned, Bro. Glenn Scott, member of Div. 88.

Marquette, Mich., June 9, Bro. N. Mortenson, member of Div. 94.

Marquette, Mich., June 4, apoplexy, Bro. A. Cowden, member of Div. 94.

Covington, Ind., June 23, cerebral hemorrhage, Bro. Henry F. Bowers, member of Div. 100.

Los Angeles, Cal., June 11, cerebral thrombosis, Bro. Duncan H. MacDonald, member of Div. 110.

Ellis, Kan., July 2, apoplexy, Bro. Richard J. List, member of Div. 141.

New York, June 23, paresis, Bro. Peter J. Murphy, member of Div. 145.

Truro, N. S., June 20, chronic heart disease, Bros. Jas. W. Nairn, member of Div. 149.

St. Paul, Minn., June 6, pulmonary embolism, Bro. O. E. Chase, member of Div. 150.

Decatur, Ill., June 9, heart trouble, Bro. I. L. Wetz, member of Div. 155.

Honedale, Pa., July 2, arterio sclerosis, Bro. Chas. E. Rettew, member of Div. 166.

Niles, Ohio, May 9, killed, Bro. F. Farrell, member of Div. 167.

Lindsay, Ont., July 13, killed, Bro. David J. O'Brien, member of Div. 174.

Sandusky, Ohio, August 8, cancer, Bro. George Pfanner, member of Div. 184.

Sharon Springs, Kan., June 23, tubercular throat glands, Bro. Samuel C. Boganwright, member of Div. 186.

Los Angeles, Cal., June 15, apoplexy, Bro. P. K. Ryan, member of Div. 186.

Eskdale, W. Va., June 16, Bro. R. A. Damron, member of Div. 190.

Savanna, Ill., June 13, acute dilation of heart, Bro. Chas. E. Kimball, member of Div. 200.

Atlanta, Ga., July 5, killed, Bro. Henry M. Emerson, member of Div. 210.

Joplin, Mo., July 7, heart failure, Bro. M. A. Lee, member of Div. 214.

Rome, Ga., June 21, killed, Bro. P. D. Burks, member of Div. 223.

Paducah, Ky., June 30, cancer, Bro. Thos. P. Curley, member of Div. 225.

Meridian, Miss., June 14, scalded, Bro. Jas. B. Jackson, member of Div. 230.

Meridian, Miss., June 14, killed, Bro. Frank Bizot, member of Div. 230.

Knoxville, Tenn., July 2, killed, Bro. A. K. Monroe, member of Div. 239.

Florence, S. C., May 20, killed, Bro. J. R. Temple, member of Div. 265.

Eugene, Ore., June 4, nephritis, Bro. F. Carman, member of Div. 277.

Grand Rapids, Mich., July 7, heart failure, Bro. Wm. Timm, member of Div. 286.

South Minneapolis, Minn., July 4, brain tumor, Bro. E. I. Gotschall, member of Div. 290.

Warren, Pa., June 24, Bro. Thos. F. Gleason, member of Div. 298.

Dorchester, Mass., June 23, complications, Bro. J. F. McMahon, member of Div. 312.

Rocky Mountain, N. C., June 16, heart trouble, Bro. J. B. Melvin, member of Div. 314.

Alexandria, Va., June 23, acute Bright's disease, Bro. Walter W. Dornin, member of Div. 317.

Montpelier, Vt., June 24, cancer, Bro. F. Farrell, member of Div. 330.

Bay City, Mich., July 8, apoplexy, Bro. George A. Pierce, member of Div. 333.

South Bend, Ind., June 30, operation, Bro. W. A. Ballard, member of Div. 354.

New Albany, Ind., June 12, cancer, Bro. J. W. Whalen, member of Div. 361.

Goose Creek, Texas, June 24, heart failure, Bro. A. A. Williams, member of Div. 366.

Camden, N. J., June 17, heart failure, Bro. George Simkins, member of Div. 387.

Duluth, Minn., July 1, arterio sclerosis, Bro. L. R. Blake, member of Div. 420.

Holsington, Kan., June 13, drowned, Bro. S. C. Evans, member of Div. 433.

Syracuse, N. Y., June 13, paralysis, Bro. Edwin Bosley, member of Div. 441.

Tekoa, Wash., July 4, cancer, Bro. Charles Hinton, member of Div. 443.

Bellevue, Ohio, June 29, suicide, Bro. H. E. McLaughlin, member of Div. 447.

Arkansas City, Kan., June 19, diabetes, Bro. A. B. Wells, member of Div. 462.

Pittsburgh, Pa., July 13, collision, Bro. W. E. George, member of Div. 464.

Trenton, Mo., May 9, general paralysis, Bro. J. F. Word, member of Div. 471.

Pittsburgh, Pa., May 11, myocarditis, Bro. Michael Lyons, member of Div. 472.

Zellwood, Fla., July 3, pneumonia, Bro. W. A. Holtz, member of Div. 473.

Little Rock, Ark., June 23, killed, Bro. E. Skelton, member of Div. 554.

Sedalia, Mo., July 10, operation, Bro. B. E. Truitt, member of Div. 556.

Chisholm, Minn., June 18, Bright's disease, Bro. F. P. Kelly, member of Div. 559.

Denison, Texas, July 4, diabetes, Bro. F. M. Rothner, member of Div. 568.

Sparta, Ill., June 16, killed, Bro. Chas. W. Neilson, member of Div. 606.

St. Louis, Mo., June 13, apoplexy, Bro. C. G. Sanborn, member of Div. 611.

Crawford, Neb., May 31, Bro. J. A. Wolvertson, member of Div. 622.

Lincoln, Neb., June 22, Bro. D. Fitzpatrick, member of Div. 622.

Ridgeley, W. Va., June 21, paralysis, Bro. A. R. Powell, member of Div. 640.

Englewood, Colo., June 26, tuberculosis, Bro. N. E. Johnson, member of Div. 642.

Savannah, Ga., March 3, pneumonia, Bro. W. A. Langsdale, member of Div. 646.

Elizabeth, N. J., July 5, chronic nephritis, Bro. Chas. S. Moore, member of Div. 688.

Savannah, Ga., June 20, heart disease, Bro. R. D. Curry, member of Div. 803.

Detroit, Mich., July 6, septicaemia, Bro. G. H. Karicofe, member of Div. 831.

Pasadena, Calif., June 23, tumor, Bro. J. J. Mannion, member of Div. 887.

Pasadena, Calif., June 8, tumor, Bro. J. H. J. Horn, member of Div. 887.

St. Paul, Minn., July 2, Jessie M. Heller, wife of Bro. W. C. Heller, member of Div. 349.

ADMITTED BY TRANSFER CARD

Into Div.

1—W. B. Perego, from Div. 276.
30—W. S. Roberson, from Div. 373.
76—J. Hutchison, J. Simpson, Wm. Taylor, L. Tisdale, from Div. 535.

91—A. Guillimette, from Div. 89.
110—W. R. Harlan, from Div. 158.
113—Edgar Ford, from Div. 813.
125—Jas. W. Shutes, from Div. 6.
192—O. D. Edens, from Div. 566.
196—C. J. Swett, from Div. 777.
217—Geo. Prefontaine, from Div. 87.
228—C. W. McAteer, from Div. 676.
258—M. Corrigan, from Div. 168.
266—J. H. McCrae, from Div. 808.
292—Geo. W. Bell, from Div. 239.
298—B. F. Cummins, S. E. Hoggarth, from Div. 565.

324—J. K. Peck, from Div. 228.
331—R. E. Burton, from Div. 456.
334—J. J. Metzger, from Div. 493.
349—W. F. Brightfelt, from Div. 395.
389—C. N. Lutton, from Div. 303.
398—S. J. Hull, A. E. Sharp, from Div. 662.

Geo. G. Brown, from Div. 745.

From Div.

413—Roy M. DeLosier, from Div. 625.
430—E. W. Allison, from Div. 810.
453—Ed. Gleason, from Div. 843.
484—D. Cronan, from Div. 600.
515—F. M. Stockton, from Div. 232.
520—J. E. Hermes, from Div. 519.
634—Sam Lewis, from Div. 140.
636—H. D. Cowan, from Div. 206.
C. J. Lee, from Div. 755.
705—Edwin Douple, from Div. 414.
735—D. W. Garrett, from Div. 590.
739—H. Pixton, from Div. 383.
749—H. Douglas, from Div. 583.
788—W. E. Gilpin, from Div. 363.
796—W. H. Robertson, from Div. 847.
861—George Warrington, from Div. 836.
816—D. M. Miller, from Div. 654.
856—P. W. Rathbun, from Div. 186.
882—John W. Gleason, from Div. 66.
889—J. B. Carter, F. M. Manor, J. H. Noakes, from Div. 215.

WITHDRAWALS

From Div.

197—H. A. Speer
308—S. McQuaig
362—E. S. Row

From Div.

702—J. Rhynard
828—C. E. Hubbard

REINSTATEMENTS

Into Div.

46—Wm. Irwin
48—Wm. J. Stead
61—A. Hamilton
158—W. R. Harlan
193—W. J. Anderson
261—Wm. H. Winters
282—J. W. McFayden
283—C. R. White
325—W. J. Cyphers
383—L. Byers

Into Div.

394—Albert D. Ketchum
398—Jas. L. Butler
425—C. T. Weedon
448—W. L. Caldwell
J. J. Martin
521—J. W. Pugh
524—C. F. Lobdill
640—D. J. Loar
682—C. D. Barker
777—J. C. Adams
836—Jas. M. Heverin

EXPELLED

Non-Payment of Dues

From Div.
3—C. F. Norris
177—J. W. Cline
J. H. P. Murry
J. L. Young
308—J. D. Moreau
327—C. L. Jackson
481—N. C. Clendenin
590—R. E. Rader

From Div.
627—L. E. Gurney
G. W. Wilson
683—R. Branigan
707—Eugene F. Hughes
753—R. A. Bailey
795—C. H. Bartrug
819—J. E. Robinson

For Other Causes

From Div.

11—L. H. Nicholas, E. Whiteman, violation of obligation.
15—G. G. Bender, not corresponding with Division.
24—W. C. Thorp, forfeiting insurance.
30—H. Lightcap, forfeiting insurance.
37—D. E. Price, forfeiting insurance.
64—J. O. LaForest, Fred M. Walker, forfeiting insurance.

Into Div.

- 71—Samuel Crossley, Jas. Dilliplane, Joseph Moore, Ridgeway Walker, forfeiting insurance.
- 72—C. C. Behmer, forfeiting insurance.
- 76—G. O. Millard, forfeiting insurance.
- 126—K. Farrow, W. R. Whitmore, forfeiting insurance.
- 134—C. M. Milling, forfeiting insurance.
- 160—John A. Milburn, forfeiting insurance.
- 186—Virgil C. Hardy, Frank E. Tripp, forfeiting insurance.
- 199—E. J. Templeton, forfeiting insurance.
- 207—H. M. Terrell, forfeiting insurance.
- 210—W. B. Lewis, E. S. Shouse, forfeiting insurance.
- 214—C. W. DePriest, forfeiting insurance.
- 225—R. F. Harris, violation of obligation.
- 228—W. L. Carlyle, forfeiting insurance.
- 265—J. C. Drye, forfeiting insurance.
- 277—J. M. Hensley, forfeiting insurance.
- 286—Arthur J. Pelton, forfeiting insurance.
- 302—E. W. Beckman, J. D. Eldridge, forfeiting insurance.
- 309—W. T. Reed, violation Sec. 51, Statutes.
- H. D. Carman, G. H. Tucker, forfeiting insurance.
- 312—J. E. Neason, W. Stopford, J. P. Witherell, forfeiting insurance.
- 314—W. R. Webb, forfeiting insurance.
- 371—J. R. Clevenger, violation of obligation.
- 449—M. J. Hines, J. A. Taylor, unbecoming conduct.
- 497—C. A. Burdick, forfeiting insurance.
- 510—C. M. Smith, forfeiting insurance.
- 550—J. A. Robinson, forfeiting insurance.
- 589—Thos. Reidy, violation Sec. 52 Statutes.
- 590—J. C. Fisher, forfeiting insurance.
- 601—H. Rickwood, forfeiting insurance.
- 640—G. W. Irwin, forfeiting insurance.
- 646—M. L. Hood, forfeiting insurance.
- 674—E. C. Plummer, violation Sec. 44 Statutes.
- 683—H. E. Mayfield, F. H. Narjes, violation of obligation.
- 705—Geo. W. Danner, Wm. W. Kope, I. H. King, John W. Lowder, M. O. Stoyer, forfeiting insurance.
- 713—V. F. Smitson, forfeiting insurance.
- 730—E. B. Smith, forfeiting insurance.
- 757—R. H. Bevington, L. P. Porter, forfeiting insurance.
- 786—J. R. Argo, forfeiting insurance.
- 794—Edward S. Stewart, forfeiting insurance.
- 815—Arthur Lee, forfeiting insurance.
- 832—Lloyd W. Jordan, Ray Gillespie, forfeiting insurance.
- J. E. Carlin, John H. McKane, violation of obligation.

The Art of Talking

What are the great faults of conversation? Want of ideas, want of words, want of manners are the principal ones,

I suppose you think. I don't doubt it; but I will tell you what I have found spoil more good talks than anything else—long arguments on special points between people who differ on the fundamental principles upon which ~~some~~ points depend. No men can have satisfactory relations with each other until they have agreed on certain *ultimate* of belief not to be disturbed in ordinary conversation, and unless they have ~~enough~~ enough to trace the secondary questions depending upon these ultimate ~~beliefs~~ beliefs to their source. In short, just as a written constitution is essential to the best social order, so a code of finalities is a necessary condition of profitable talk between two persons. Talking is like playing on the harp; there is as much in laying the hand on the strings to stop their vibrations as in twanging them to bring out their music.—*Oscar Wendell Holmes.*

Perpetual Flowers for Unknowns

School children of Paris will see that the grave of the unknown French soldier under the Arc de Triomphe is permanently covered with fresh flowers.

There are about 360 elementary schools in the city, and it is proposed that each school in turn shall open a subscription among its pupils.

On each day of the year a delegation of one schol will go to the grave and place fresh flowers upon it.

"A Device of Satan"

Away back in 1826 railroads did not enjoy the popularity they now have. A striking example of the feeling toward them at that time is furnished by a copy of an old letter written by the school board at Lancaster, Ohio, in that year. The letter refuses to permit the school house of that town to be used for discussion as to whether railroads were practical. The letter reads:

"You are welcome to use the school house to debate all proper questions, but such things as railroads and telephones are impossibilities and ~~realities~~ realities. There is nothing in the word of God about them. If God does not will that His intelligent creatures travel at the frightful speed of thirty miles an hour, He would have foretold through His Holy prophets

"It is a device of Satan to lead mortal souls down in hell."

HARVARD COLLEGE
AUG 7 1922

See 1251.1

LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

The Labor Spy
By Sidney Howard

Two Famous Locomotives

Henry Ford, The Apostle of Efficiency
By The Editor

Bro. W. B. Prenter, Explains Co-operative Bank-
ing to Canadians at St. Thomas, Ont.

B. L. E. Accident Insurance
By C. E. Richards, Gen'l Sec. & Treas.

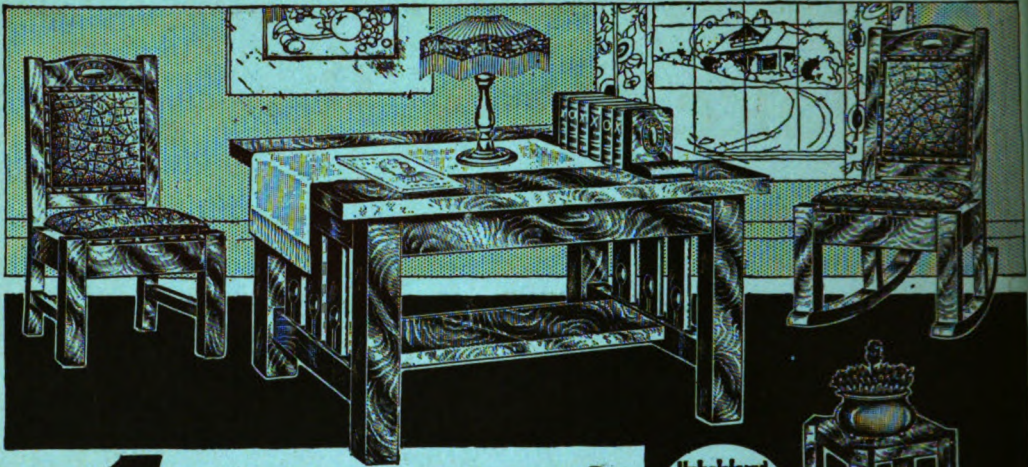
McArthur's Cartoons

Published Monthly at 19th and Grand Ave., Des Moines, Iowa

VOL. 55

SEPTEMBER 1921

NO. 9



\$ Brings Hartman's Richly Upholstered 7 Piece Suite

Quarter-Sawn and Solid Oak

Send only \$1 for this complete suite of library, parlor, or living room furniture. Use it 30 days, on Free Trial. If you don't say that it is even more than you expected, ship it back and we return your \$1 and pay transportation charges both ways.

Over a Year to Pay

Only by seeing this splendid quarter-sawn and solid oak suite can you realize how it will add to the appearance of your home. Only by examining it can you appreciate what a record-breaking bargain it is at our smashed price. Furniture like this can be bought nowhere else at near our price.

Handsome Fumed Finish! TABLE, solid oak with top 24x36 in. ARM

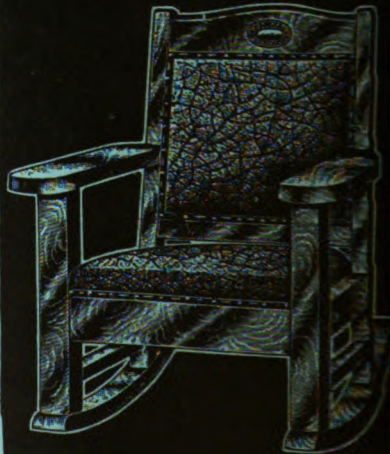
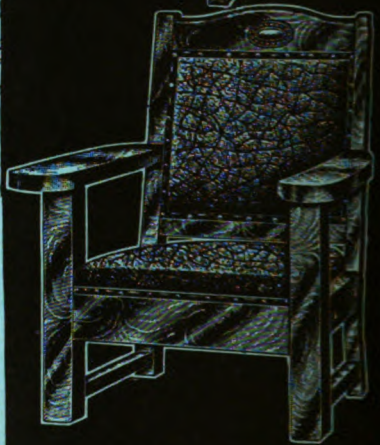
ROCKER, solid oak with quarter-sawn top panel and rounded arm rests; seat 18x19 in. SIDE ROCKER, solid oak with quarter-sawn oak top rail, seat 16x14 in. ARM CHAIR, 37 in. high and SIDE CHAIR, 36 in.

high, with seat 16x14 in. Table and chairs stand on noiseless glides. Ornamented backs and seats upholstered in durable imitation Spanish brown leather. Comfortable spring seats.

TABOURETTE, 16 1/4 in. high with 10 in. top, is solid oak. BOOK BLOCKS, heavy enough to support a liberal number of volumes. Shipped (fully boxed, "knocked down" to lessen freight charges) from factory in Central Indiana, Western N.Y. State or Chicago warehouse.

Order by No. 112CCMAS. Price \$39.95. Send \$1 now. Pay balance \$3 per month.

Upholstered Back and Seats Comfortable Spring Seats



FREE Bargain Catalog

392 pages of the world's greatest price smashing bargains. Everything you need in Furniture, rugs, linoleum, stoves, watches, silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines, cream separators, etc.—all sold on our easy monthly payment plan and on 30 days' Free trial. Post card or letter brings this big bargain book Free.

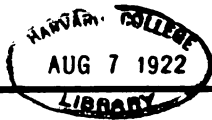
"Let Hartman Feather Your Nest"

HARTMAN Furniture & Carpet Co.

3913 Wentworth Ave., Dept. 3611 Chicago
Copyright, 1921, by Hartman's, Chicago

Hartman Furniture & Carpet Co.
3913 Wentworth Ave. Dept. 3611 Chicago
Enclosed find \$1.00. Send the 7-Piece Living Room Suite No. 112CCMAS as described. I am to have 30 days' free trial. If not satisfied, will ship it back and you will refund my \$1.00 and pay freight both ways. If I keep it, I will pay \$3.00 per month until the full price, \$39.95, is paid. Title remains with you until final payment is made.

Name.....
Street Address.....
R.F.D..... Box No.....
Town..... State.....
Occupation..... Color.....



LOCOMOTIVE ENGINEERS JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917. Authorized on August 11, 1921.

Published Monthly at 19th and Grand Ave., Des Moines, Iowa, by the E. of L. E.
C. H. SALMONS, Editor and Manager 1124 B. of L. E. Building, Cleveland, Ohio

Volume 55

SEPTEMBER 1921

Number 9

The Labor Spy

(Continued from August Issue.)

BY SIDNEY HOWARD in *Industrial Harmony*.

The industrial detective has solicited his business in his own words. Since he speaks with such conviction on matters which men are less anxious than they might be to believe, it seems worth while that he should display his own wares.

In the injunction suit brought against the Butler Agency of Philadelphia by the Sherman Service Inc., Mr. Sherman, in the Bill in Equity, described his business very eloquently as:

"* * * establishing and maintaining peace and harmony, good will and efficiency in manufacturing, industrial and business enterprises among the employees and between the employees and employers thereof, throughout said territory, the resultant effect contributing to the stability of our national structure and greater mutual productivity to employer, employees and community * * *" and, said Mrs. Sherman on the witness stand:

"We send representatives into a plant for the purpose of investigating and in order that they may report the real existing conditions in the plant. We term that "*invisible service*" because we believe we can develop the unbiased and unprejudiced facts more clearly by invisible service. We receive daily reports from these individuals. We submit to our clients the sub-

stance or pith of these reports together with such recommendations as we believe essential. * * *"

In 1917 the organization then bearing Mr. Sherman's name published a book which they withdrew almost immediately.

"The employees of a manufacturing house of national prominence submitted demands for a ten per cent increase. The company offered a five per cent advance, but, after several conferences without avail, over twelve hundred went out on strike.

"There had been no union among that particular trade, and, inasmuch as over two hundred thousand are employed in the trade throughout the United States, a certain union made a very concerted effort toward having the strikers organize. * * * The company, on the other hand, being one of about fifty others controlled by one corporation, was equally persistent in preventing the above mentioned union from being successful. * * *

"* * * We were called in and given carte blanche. * * * Six secret operatives, two of each nationality most prevalent among the strikers, were detailed to learn the inside conditions, the acts and contemplations of the strikers and their leaders, who the most violent agitators were, the moral and financial support of the strikers and their organization, and, primarily, to gain positions of confidence and influence among the men so as to be able to render an effective service at the psychological time.

"After about two weeks * * * the mill re-opened. Invitation was given to all former workers to return under the terms offered by the client.

"Almost simultaneously we detailed several of our recruiting agents to hire men suitable for permanent employment. We were permitted to offer whatever salary we deemed advisable. * * * Also we were to furnish them with bed and board during the strike. * * *

"These workers were not delivered to the plant until the second day after the mills had re-opened, so that the importation did not affect those of the strikers who desired to go into work of their own accord. As no more than a dozen went in, fifty workers were delivered on the second day. Accompanying these workers were ten able-bodied guards of commanding appearance. * * * The appearance of the workers and the manner in which they were protected amazed the strikers. * * *

"For the next few days there was no apparent change in the situation. The strike leaders were very active; they maintained a severe picket line, enthusiastic speeches were made. * * *

"In the meantime we continued to import help * * * in groups of from fifty to seventy-five a day. Although we were very discriminating in our selection of workers whom we recruited, we found it expedient to detail four secret service operatives, hired in the same way as the other workers, to live in the different barracks and check any agitation which might arise among the recruits and to immediately report on any labor agitator or strike sympathizer who might have been hired accidentally. Through this service we were able to keep the factory one hundred per cent clean with loyal workers.

"The operatives originally detailed to cultivate the strikers had, in the meantime, gained positions of influence, two having become officers in the local union which had been started.* About eight additional secret service operatives were then detailed to augment the work of the others, and, after the plant had been opened about two weeks, we made a concerted effort to induce the

*This practice is not confined to any one agency. "It was the policy * * * to place men called 'Company Operatives' in different branches of work in the different shops and charge the employers so much for each operative. Each operative was given an expense account and it was his duty to make friends with everybody, especially the agents and men

strikers to return to work. * * * In a very careful way our operatives caused the shop-keepers who catered to the strikers to realize that it was unprofitable for them to have the strike continue, and that it would be wisdom on their part to encourage the strikers who were their customers to return to work.

"The results * * * were soon forthcoming. Several of the strikers returned. The union leaders, however, became more active. * * *

"Through our secret operatives, and particularly those who had gained influential positions in the local organization, we were able to anticipate every move of the strikers and leaders and by this means * * * were able to have several arrests made which resulted in proper convictions.

"This inspired confidence in many more strikers and they returned. * * * We engaged luxurious seven-passenger automobiles to convey them in groups between their residences and the factory. With each group we detailed a guard. This extraordinary form of transportation and the excellent protection afforded, served as a temptation for many strikers to return. * * *

"The company had no further need of conference with the labor leaders and at our advice denied interviews to any and all labor organization officials.

"After eight weeks * * * the strike was declared off. All hands went back in a body on the following day. * * *

"The weekly meetings of the local union discontinued. The leaders of the strike were gradually discharged for one reason or another. * * * Our operatives, surrounding themselves with many of the former strikers, upon meeting days, and going away upon recreation trips with them, the attendance at the meetings gradually diminished. At these a sufficient number of operatives were detailed to use the proper influence to promote legislation favorable to our client.

"* * * Then it was comparatively easy to start dissension among the leaders which increased to the extent that each gathering resulted in a fight. These occasions allowed our secret operatives to

high up in the organizations and the men who held positions in the locals. The Company offered me a bonus of fifty dollars to get a secretary's job in one of the locals in order to get the names and addresses of the men * * *"—Affidavit of Eckhardt Gieser, one time operative of the Corporations Auxiliary Co.

further illustrate the fact that the leaders were out for personal gain. * * * Finally, by properly applied methods, the union charter was returned and the local abandoned.

"* * * The local union was disorganized, and that national industry, of which our client is the great majority, has not been unionized."

The book tells other stories of strikes no less successfully broken and of unions similarly wrecked. One clips sentences:

"Our operatives have obtained positions of influence in the union so that they can easily influence the affairs within the organization in the proper direction for the welfare of the client."

"We had been successful in splitting the union into three factions, one controlled by the committee, one by a Polish leader, and one by the president. * * * A meeting was called and the Italian employe whom our operative had been cultivating and influencing fought against the secretary. These matters resulted in a general fight. The proper time had arrived to exterminate the trouble-making organization. We detailed a number of guards and they were immediately deputized. Ejectment papers were served upon the committee and they were ordered to leave town, which they did * * *

"Our operatives were successful in being able to take over virtually the entire management of the * * * union."

This book is indubitably the most instructive item in the library of industrial espionage literature. That it is so, certainly accounts for its withdrawal from circulation.

Following the Sherman Service advertisement, "How can Sherman Service be misunderstood?" is the whole welter of harmony and conciliation. Says Sherman, again:

"No employer, no manufacturer or worker on earth need misconstrue our object.

"No man, no organization, no movement that is honest and above board has anything to fear from Sherman Service."

This from the *New York Times* advertisement of November 5th, 1919. The motto of the R. J. Coach Secret Service Company of Cleveland is significant.

"Man, know thyself, is a divine command, but, man, know those in whom you are obliged to put faith and trust is a human necessity without which no

substantial success in this world can be achieved."

Mr. Coach may be taken as the originator of this literature of harmony through which the industrial detective advertises his wares.

"In their silent, secret, effective way, the industrial operatives uproot relentlessly the weeds of dishonesty, disloyalty and discontent. Through their efforts unity of purpose is established between employer and employee. Our operatives soon end the reign of labor agitator in shop or factory. *We do not care to say more on this subject.*"

All of this in the words of the industrial detective taken from his own works. His phrases in his parlance of harmony and conciliation—"We bring about a closer understanding between you and your employe"—"Give the human element more consideration"—"Selfishness, sincerity and honesty are the three factors which capital must use," are appalling. It is a strange thing to superimpose these noble thoughts upon the actual meaning behind them. But the final indictment of the industrial detective is the comparison of two passages gleaned again from the writings of Mr. Sherman's agency.

"It is then a simple task to thoroughly impress upon the alien that this country offers advantages that no other country offers its citizens. We show him that he should be part of this country and enjoy its citizenship."

Against which the famous instructions to the operative of the steel strike:

"We want you to stir up as much bad feeling as you possibly can between the Italians and the Serbians. Spread data among the Serbians that the Italians are going back to work. Call up every question you can in reference to racial hatred between these two nationalities."

We cannot readily bring ourselves to associating this sort of thing with the employers of this country. Yet here is the industrial detective with his hundreds of branch offices and his thousands of spies and his income tax of \$258,000 in a single year. Some one must pay the piper since he enjoys such prosperity.

†Publication of these instructions brought about a raid of the Chicago office of the Sherman Service, Inc., by the Military Intelligence and the States Attorney of Cook County which resulted in the indictment of an official of the agency. The indictment was subsequently quashed.

Adventures of the World's Master Trickster

"KELLAR, THE GREAT," NOW RETIRED, RELATES EXPERIENCES IN HUMBUGGING HIS AUDIENCES, THE AMERICAN PEOPLE

Although it was an American showman in the last century who enunciated the celebrated dictum, "The public likes to be humbugged," that principle has been known and acted upon since the dawn of history. Under such various names as magic, black art, necromancy, illusion, medicine-making, faking, sleight-of-hand, wizardry and spiritualism, the art of the trickster has been practiced in every age and in every clime. The ancient priests used it as an aid to religion, primitive people of all lands have had their superstitious instincts quickened by their medicine men and even in these modern times we find clever fakirs taking advantage of our awe of the unknown world through what is known as spiritualism.

Truly an ancient art compounded one-half of natural quickness of wit, manual dexterity and inventive ingenuity, and the other half pure nerve and assurance. The magician pits his wits against the public and wins invariably for several reasons. His audience is prepared to be fooled and he is prepared to fool them. He is in the advantageous position of a salesman whose customers want his goods. He knows perfectly every move that he is going to make while his audience is placed at the disadvantage of the unexpected. In addition to the native quickness of wit which he must possess to be a success in his profession, he is constantly making it sharper and keener by daily brushes with the public. Like a trained athlete he attacks and defends by instinct and he has the same advantage that a trained athlete has over a man of equal strength who is not in condition. A fourth advantage is the fact that he seldom has to fool the same audience many times in succession. The most clever magician could not hope to face the same audience day after day with the same tricks and not be detected by some one.

KELLER NOW IN THE SEVENTIES

The art of magic or illusion is one that is constantly growing in possibilities. Compare the paraphernalia that the old-time performers had to work with and that of the modern illusionist.

It is like comparing the stage of Shakespeare's time with the spectacular productions of today. With all the devices of electricity and other inventions of modern science at hand it is small wonder that the illusionist can baffle his audience. But in the old days it took something more than ingenious appliances.

There is a man who has bridged the gap between the days when a magician was but a sort of sublimated juggler depending entirely upon his sleight-of-hand and his quick wit and the illusionist of today with his elaborate apparatus and mechanical paraphernalia.

Harry Keller, or Kellar as he was known on the stage, is now in his seventies. Ten years ago he retired from the stage and purchased the beautiful home in Los Angeles where he now resides. He had well earned his retirement after forty-seven years of active service as a magician and illusionist, during which time he had appeared in every country on the globe. But the old master three years ago proved that he had lost none of the cleverness which entitled him to be called "Kellar the Great," when he appeared at a benefit performance for the Antilles sufferers at the Hippodrome in New York. The ovation he received on that occasion is still the talk of theatrical circles.

Although retired, Mr. Keller is far from being a recluse. He still retains that quickness of intellect and vigorous energy that kept him for years in the forefront of entertainers. Los Angeles is second only to New York as a theatrical center and few are the stars of stage and screen who fail to renew their acquaintance with this well-beloved comrade.

BEST ILLUSIONISTS ARE AMERICANS

Not only has Mr. Keller known every prominent member of the theatrical world but his acquaintanceship embraces statesmen, diplomats, financiers, sportsmen, authors, editors, musicians and ministers. It is difficult to mention a great man of the past sixty years whom Keller has not met. The walls of his home are lined with autographed photographs of celebrities ranging from Theodore Roosevelt, Queen Victoria, Mark Twain, Lillian Russell to Billy Sunday and Raymond Hitchcock. His library is filled with scrapbooks containing clippings from nearly every city and town in both the civilized and uncivil-

lized world. Handbills in every tongue, some printed on silk, testify to the wanderings of this American magician. And speaking of Americans, Mr. Keller was asked who were the best exponents of his art. He answered, "Americans."

Further questioning elicited the fact that practically all the present top-notch illusionists are American born and bred. The foreign-sounding names of most of them are assumed for advertising purposes. Even the Hindoos, famed as fakirs, he says, are children compared with an American magician, their tricks being so simple that they are regarded as only in the primary stage of the art.

Keller was born in Erie, Pa., shortly before the stirring days of the War of the Rebellion. He attended school and during vacations worked in a drug store as a sort of general roustabout. When he was in his tenth year he heard that the Fakir Ava, a noted magician of that day, whose real name was Henry Hughes, wanted a boy to assist him in his performances. The boy Keller walked to Hughes' farm just outside of Buffalo to apply for the job.

"As I walked up to the house a black and tan dog ran out and escorted me to the front porch," Keller said. "Hughes met me at the door. He noticed the dog jumping up on me and licking my hands. 'That is a good omen,' he said, 'that pup has chased off about two dozen kids who came here for that job. I guess he has elected you.'"

Thus Keller started on the career that was to take him a dozen times or more around the world. Under Hughes he learned all the tricks of the trade and he proved to be an apt pupil. Keller was always blessed with a remarkable memory. One glance at a number, no matter if it runs into the millions, and he can repeat it to you twenty years after.

FOOLS HIS FORMER PARTNER

He gave an instance of this power in an incident concerning Bill Fay, a former partner of his years before. He had left Fay in London and had not seen him for thirty-five years. Fay, who had quit the stage and settled in Australia, while on a tour of the United States, was a guest of the Kellers in Los Angeles.

One evening Keller, who is full of sly humor, said to him:

"Bill, do you know my wife is a clairvoyant?"

Fay, who had been in the game too long to have any illusions about such things, laughed.

"What's the joke, Harry?" he asked.

"I am not joking. I'll prove it to you.

What is your watch number?"

Fay confessed he did not know and started to pull the timepiece from his pocket. Keller stopped him.

"No, this is clairvoyance, not mind reading. What is the number of your wife's watch?"

Fay did not know that, either.

Turning to his wife, Keller said, "Tell them the numbers, my dear."

Mrs. Keller promptly gave the correct numbers. Fay was dumfounded. Experienced as he was in the game this was something new to him.

"But how did you do it?" Keller was asked.

"Simple enough," he replied. "I remembered the numbers and had given them to Mrs. Keller."

"Suppose Fay had bought a new watch since you last saw him," I objected.

"I would have been stuck," Keller confessed. "But then you see I knew Bill Fay."

Keller has a system for remembering numbers. It is based on the phonetic system, each figure having a certain sound. These sounds are associated in a sentence like the key sentences that medical students have for remembering the names of nerves or bones.

Keller also knows all the arithmetical shortcuts and tricks. He can cube any number that you give him under one hundred just as fast as he can write the numbers down. His mind works like chain lightning and after spending a few hours with him you little wonder that he can fool some of the most intelligent men of the world.

"How is it," he was asked, "that spiritualists can deceive smart men and scientists like Sir Conan Doyle and Sir Oliver Lodge?"

"The more intelligent the man and especially the more imagination he has the easier he is to trick," he told me. "Such men are always trying to figure out our tricks on a scientific basis and when they cannot do it they are stumped. Their egotism leads them then to believe that it must be supernatural. The hardest persons to deceive are unimaginative clods or children, especially the street gamin or newsboy. These

sharp-witted kids are the bane of every magician.

The story of Keller's adventures would fill the pages of a large book. He has been in shipwreck, flood and fire. He has been stranded in a dozen countries.

He can sit for hours and tell tales of his adventures in different sections of the globe. And he can tell these stories with every name and date. His mind is like a page, in which every event of his life is recorded verbatim.

BRANDED AGENT OF DEVIL

He told how he was stranded in Indiana in the early seventies; how he walked to Chicago, tried to steal a ride on a train and was put off in a cemetery; how he walked to Waukegan, Ill., and was staked to a bed by a good-hearted bartender, who also went good for the town hall the next evening, where Keller gave a show without a single prop except what he himself was able to make during the day. He packed the hall for three nights in succession and was able to make enough to start him out again on the road. He told of another time when he was broke in Brazil and by enlisting the aid of the king, Dom Pedro, he was able to fill the largest theatre in Rio and took away more than \$5,000 for the engagement.

Another time when he was landed in a city without any props he had to substitute a kitten for a pig in one of his tricks. The kitten began to mew before it was time for the denouement and to drown out its walls Keller was compelled to mew with it.

He played in Mexico City in 1874 when Mexico was even a wilder country than it is today. The church issued a warning to its members that Keller was an agent of the devil sent on earth to trick men. The result was that the superstitious natives packed the theatre at every performance and although every stage-coach that left the city was regularly robbed Keller never had to elevate his hands once while he was in the country.

He took more than five thousand dollars in gold doubloons out of the country, packed in asphaltum, and after nerve-racking experiences succeeded in evading both the robbers and the government officials.

Keller has played before Queen Victoria, Czar Nicholas of Russia, nearly all

the principal rulers of Europe, the rajahs of India, the nobles of China and Japan, as well as the big men of South Africa, Australia and South America. He has been staked when financially embarrassed by some of the greatest financiers of the world, including the grandfather of the present Pierpont Morgan.

SUCCESSOR WORKS WITH INVENTIONS

Keller was never especially clever with his hands. His hands are large and his fingers thick like a coal heaver's, as he described them to me. Because of this physical handicap he was driven to invent mechanical devices for most of his illusions. And as a result Keller is today the inventor of the greater part of the modern magician's paraphernalia. Most of these inventions he has sold or bequeathed to his successor. Keller was the inventor of the famous levitation trick where a body is apparently suspended in the air. This trick, while widely imitated, has never been done the way Keller does it but by one person to whom the old master told the secret.

Although retired, Keller, true to the ethics of his profession, refuses to explain the thousand and one stunts of the illusionist. He makes one exception. He will expose any person who claims to do his tricks through supernatural aid. He has no use for anyone who uses his art to play upon superstition.

For years he exposed the tricks of so-called spiritualists and other noted fakirs.

"There is nothing a spiritualist can do," he says, "that I cannot do and show how it is done. It is all tricks. Like puzzles, they are difficult until you understand them and then you wonder how you could have been so dense. Even an amateur magician can fool me with a new trick for a little while, but I will eventually solve it by the process of elimination, or figuring out the ways it couldn't have been done."—*The Dearborn Independent*.

Protest Senate Action in Ending Rail Hearings

L. E. SHEPPARD AND W. H. JOHNSTON
CHARGE PROCEDURE IS UN-AMERICAN AND TYRANNICAL.

Vigorous protest against the action of the Senate Interstate Commerce committee in cutting off hearings on the administration railroad funding bill was

made last night by representatives of the railroad workers.

L. E. Sheppard, president of the Order of Railway Conductors, and William H. Johnston, president of the International Association of Machinists, issued the following statement after being denied a hearing by the Senate committee on interstate commerce:

"The action of the majority of the Senate committee on interstate commerce in denial of the right of hearing on the Townsend bill to the representatives of railroad labor is a procedure of the most un-American, tyrannical and autocratic nature it has ever been our experience to meet with in appearing before congressional committees.

"We wish to protest to the American people against this action of these Senators. This is only one more evidence of 'railroad ownership of government,' as contrasted with our demand for public ownership of railroads."

PROTEST OF SENATOR STANLEY OF KENTUCKY

SENATOR STANLEY: I am deeply sensible of the fact that the railroads of this country are more than probably in such condition that they need, or at least must have, aid from the federal government. We are standing between federal aid and federal ownership, in a way; and as between the two extremes I should favor further aid to federal ownership. But it seems to me it is perfectly manifest that the bill which has been lately passed to afford aid to the farmers is a promise made to the east which will be broken to the hope if this bill passes in the form in which it is written. I am morally certain that the assets of the War Finance Corporation will be exhausted by the railroads and that the farmers will get what the little boy shot at. I am not in favor of taking moneys available to relieve the distressed condition of the agriculturalists of this country and turn it over, yes, to the last penny, to the railroads of the country.

Mr. Chairman and gentlemen of the committee, this bill was not prepared by any Senator. This bill is not the expression of a popular demand. This bill is not the expression of the will of the Senate. This bill is brought in here by parties outside. It is what is called an administration measure. And I have heard so much about the will of the administration being carried into effect

without the dotting of an *i* or the crossing of a *t* or an irrelevant suggestion by an insurgent Congressman or Senator who dares to be impertinent enough to express the opinion that the will of the powers that be might be better expressed in some other language, or their purposes better carried out in some other way. I for one have never been in favor of having the Senate or the Congress of the United States become the mute, docile, unthinking recorder of the executive will; and for one I protest now against bringing bills into committee of this Senate already prepared, holding hearings enough for those who will speak the language of the administration to be heard, and then after that semblance of hearings absolutely muzzle labor, ex-director generals and secretaries of the treasury, no matter what their knowledge, no matter what their experience, no matter what their patriotism, no matter what their point of view, but because they happen not to be in absolute and docile accord with a certain program. Not only shall their will not be carried into effect, but their mouths must not be opened. I am against that sort of gag rule in committees, and as against it in the Senate, and I want to say that nothing will so tend to injure the cause of the railroads, and the railroads themselves can be guilty of no more asinine folly than to lend their assistance to such rough rider and steam roller proceedings.

World's Largest Buzz Saw

The largest buzz saws in the world were recently installed on the Pacific coast to cut the enormous cedars of that region. They are nine feet high, and in the rims are inserted 190 detachable teeth, which can be easily replaced if broken. Each saw started out as an ingot weighing 1,140 pounds, and after heating, rolling and trimming, each weighed 795 pounds. Tremendous difficulties attend the making of such huge implements of industry. The ingot must be fashioned into a plate absolutely straight and true. The saws in operation attain a speed of 130 miles an hour, a bit of statistics hinting at the revolution in saw mill methods since modern demand outstripped old-fashioned means of supply. Circular saws have been in use for over a century, being of English invention, but the insertible teeth was the development of an American idea.



CORRESPONDENCE

All contributions to the JOURNAL must be received by the 17th to insure publication in the next issue.

Writers may use any signature they choose, but should also give their name and address.

All contributions are subject to revision or rejection by the Editor, as he is held legally and morally responsible for their publication.

Railroad Men's Home

The following contributions were received at the Home during the month ended July 31, 1921:

SUMMARY

| | |
|----------------------------------|------------|
| Grand Lodge B. R. T..... | \$4,249.81 |
| Grand Lodge B. L. F. & E..... | 1,220.39 |
| Grand Division O. R. C..... | 337.32 |
| B. R. T. Lodges..... | 42.47 |
| Grand Division B. L. E..... | 28.40 |
| B. L. F. & E. Lodge No. 822..... | 20.00 |
| L. A. T. Lodge No. 173..... | 8.00 |
| W. L. Brown, 41 B. L. E..... | 3.00 |
| James Costello, 270 O. R. C..... | 1.00 |
| A. W. Foster, 357 B. R. T..... | 1.00 |
| A. S. Lunt, 877 B. R. T..... | 1.00 |
| C. S. McKay, 119 B. L. E..... | 1.00 |

\$5,909.39

MISCELLANEOUS

Two quilts, R. C. Clairborne, 327 B. L. E.
One quilt, Lodge No. 481, L. A. T.

Respectfully submitted,

JOHN O'KEEFE,

Secretary-Treasurer and Manager.

Bro. William H. Redmile, Div. 342, Retired After Fifty Years' Service

Brother W. H. Redmile was born at Kirkwood, New Castle county, Delaware, and did his first railroading as a round-house employe on June 17, 1871, in the service of the Philadelphia, Wilmington & Baltimore railroad, now a part of the Pennsylvania System. He was advanced to the position of fireman on January 5, 1872; was promoted to engineer January 1, 1881, and assigned to road service, hauling a passenger train on the Delaware division of the P. W. & B. railroad until October 12, 1895. He was then appointed Assistant Road Foreman of Engines, later succeeding to the position of Road Foreman, when Brother L. D. Tuftt, who held that position, was retired on March 1, 1921, and placed on the Honor Roll.

Brother Redmile speaks very entertainingly of how interesting and instructive it has been for him to watch the railroads grow almost from infancy to their present wonderful development, and he refers to many of the changes in types of locomotives that have taken place since he commenced firing a wood burner in 1880. Brother Red-

mile was initiated into the mysteries of the Brotherhood in Division No. 51 in 1882. In 1887 he transferred to Diamond State, Division No. 342, and there held the office of Insurance Secretary for several years.

Brother Redmile is held in high esteem by all who know him, and all wish for him to enjoy a well earned and long and happy vacation.

H. W. PARKS, S.-T., Div. 342.

Railroad Career of Bro. John Broderick, Div. 386.

I was born in Jackson county, Ohio, June 20, 1861. I went west with the American Telegraph company in 1879. I went to work for the M. C. R. M. and helped to build it. I went to firing on the Nickel Plate at Stony Island, Ill., going from there to the B. & O. at South



Bro. John Broderick, of Div. 386.

Chicago as fireman; was promoted there and joined Division No. 10, B. of L. E., in 1887. In the winter of 1887 I went south to Memphis, Tenn., to work for the K. C. M. & B., now the Frisco, and have been here for thirty-three years, and was retired in January, 1921, on

account of ill health and placed on the Pension roll of that road, and also of the B. of L. E. I am a charter member of Division No. 386; have held the office of Chief Engineer three terms and also that of F. A. E.

Division No. 386 and their Auxillary, Jefferson Division No. 398, gave me a surprise recently in the way of a banquet and presented me with a fine Morris chair of which I am very proud. So far as I know I am the originator of our weekly Indemnity Insurance. I asked Brother Thompson, who was General Chairman of the L. & N. railroad, and delegate to the St. Louis convention, to bring it before the convention, which he did, and it was adopted at a subsequent meeting.

With best wishes for every member of the B. of L. E., I am respectfully yours,
JOHN BRODERICK, Div. 386.

Bro. Guy Henry, Div. 292, Enters New Field

Brother Guy G. Henry, who for the past twenty years has ridden an engine up and down the Bessemer System in the capacity of fireman and engineman, made his last trip a few days ago, doffed his overalls, and settled down in his new position, that of Vice President and General Manager of the Great Northern Fur Ranching Association, Inc., with executive offices in Greenville, Pa., and ranch property at Eagle River, Wis.

On Sunday morning, May 29, Brother Henry, accompanied by Mrs. Henry, their son and daughter, departed for their home in the wilds of northern Wisconsin, where the Great Northern property is located, and which will be the scene of his activities in the future.

A lover of outdoor sports, and one of Greenville's numerous residents who love deer hunting and the great outdoors, Brother Henry became acquainted with the fox ranching business several years ago, and since that time it has been his aim to get away from the engine cab and go into it on a pretentious scale, and his ambition is now about to be realized.

Brother Henry was for three years Chairman of the General Committee of Adjustment for the Bessemer System, and is widely known as a man of business ability and keen judgment. It is with sincere regret that his fellow work-

ers on the road learn of his departure, but their best wishes are with him in his new line of work.

T. A. MATTESON, C. E., Div. 282.

Bro. J. A. Williams of Div. 517, Retired

Brother J. A. Williams was born at Dunkirk, N. Y., March 17, 1846. He enlisted as a volunteer in the rebellion, joining Company E, 81st New York, in 1861, and served until the latter part of '63, when he was mustered out on account of having scurvy and typhoid fever.

Brother Williams started firing in 1864 on the New York & Erie railroad and stayed with that company until



Bro. J. A. Williams, of Div. 517.

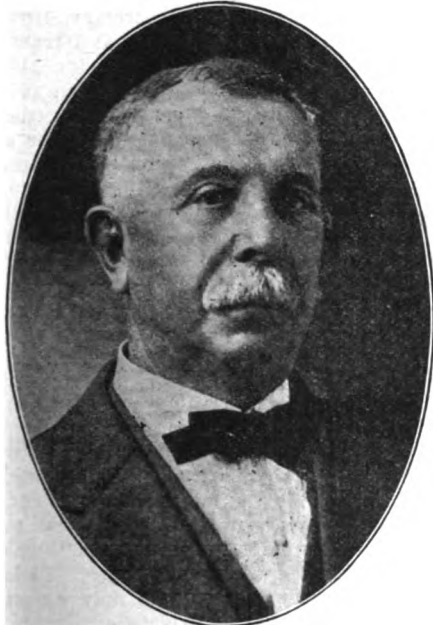
1870, when he came west to go running on the Missouri Pacific road, where he stayed until 1876, going from there to the M. K. & T. road, serving faithfully and well until February, 1919, when he was placed on the pension list of the company. He is also a member of the B. of L. E. Pension Association.

Brother Williams joined the Brotherhood March 1, 1881, and has just filed his application for the Honorary Badge to which he is entitled for his forty years continuous membership in the Brotherhood.

J. E. LYDICK, S.-T., Div. 517,

Bro. John Reihansperger's Railroad Career.

Brother John Reihansperger was born in St. Charles, Ill., July 28, 1853. In 1867 he began his railroad career working for the C. & N. W. railway in the old shops at West Chicago, then called Turner Junction. He started firing in 1869. The first regular engine he fired was the old Pioneer of World's Fair fame. Brother Reihansperger was pro-



Bro. John Reihansperger, of Div. 404.

moted to the position of engineer July 21, 1877, and has been in continuous service in that capacity to date for the same railroad and has only two more years to run an engine before being retired by the company at seventy years of age.

He joined the B. of L. E. May 1, 1879, and has been in good standing all these years.

S. D. LERCH,

Sec. Div. 404

The Open Shop

TO THE EDITOR: I note with some surprise the public announcement of the Chamber of Commerce approving the open shop principles. Every member of any such organization and every member of all labor unions well knows that all Chamber of Commerce organizations in all cities are organized and operated

wholly and solely in the interests of capital and big business. Members of labor unions have not been disillusioned as to the purpose of all such appendages of the National Manufacturers association. It was never the intention of any such organization to be really helpful to the great mass of people who make up the citizenship.

The spectacle of one group of workers striking for their very life while the main body of the workers stay on the job to help defeat their struggling comrades, is the most tragic sign of disunion and disorganization in the ranks of the toilers. Not only in the industrial, but in the political field, labor should be one and inseparable.

C. R. MCLUEN.

Railroad Career of Bro. J. W. McKown, Div. 200.

I am writing the following sketch of my railroad career in response to a request from Brother H. L. Stevens, C. E., Division 200.

I went as fireman on the M. C. railroad at Detroit in the year 1869. At that time all engines were wood burners and were named. I well remember the first trip I made. Went out on the Washington from Detroit to Marshall and return. Some wood burner, but I stuck until they got some coal burning engines. But in those days one had to keep them clean outside and in the cab. In those days one had to fire a long time before one got to become an engineer and then the last man that you was with went to the M. M. and got you promoted. I was promoted in 1876. I worked under the following M. M. on the Michigan Central: A. S. Sweet, G. Chandler and Sam Edgerly. About that time I joined Division No. 1, or soon after Mr. Edgerly became the M. M. He would not have a B. of L. E. engineer on the road if he found it out, and he had some way of finding it out. I was called to his office one morning and he asked me if I was a Brotherhood man. I told him I was. He said to me, "You can have your choice, to leave the Brotherhood or the service." At that time I was pulling the Grand Rapids Express between Jackson and Detroit, making one hundred and fifty miles per day. The pay in those days on passenger was \$100 per month. I quit the road May 22, 1882. I then went to the Pere Mar-

quette railroad, Saginaw, Mich. Run there about three months; was let out. Did not know for what reason at the time. I got a job on the L. N. railroad, at Louisville, Ky. Had a run on what was called the Short Line. I did not stay there long. I went to the Huston, Texas, Central railroad. I was there for some time, but quit the road and came back home. I then started out looking for a new place. I was told that the St. Paul was in need of engineers, so I went to Dubuque, Ia. I got there on the 27th of May, 1884. Met Mr. Charnley, who was the M. M., and J. D. Calehan



Bro. J. W. McKown, of Div. 200.

was the R. H. Foreman, and they hired me. I went out on the 28th on Engine 403 and have been with them ever since. After being with them about one year I was told that I was on the Black List.

In fact Mr. Calehan gave me a letter that Sam Ederly sent there, but he had lost his own job on the Michigan Central railroad. When I joined Division No. 1 in 1879 I took out an Insurance Policy for \$3,000, but not having steady work, I went to Cleveland and P. M. Arthur, G. C. E., told me that he would carry same for me. When I went to work on the Dubuque Division I was back on insurance \$58, which I paid the Grand Office. After that I paid J. J. Barker, who was the Insurance Secretary, Division 119. I forgot to state that I transferred from Division 1 to Division 119, and from Division 119 to Division 200. So you see that I have been in the Order and in the Insurance also for a number of years. I thank the Brothers of 119 and 200 for the Honor Badge, which they have for me, but I can't tell when I will be able to come to Savannah to meet with the Division and get it. I must state that I was in the Civil War for eighteen months. I belong to Hawk Post, 406, G. A. R., Savannah, Ill.

J. W. McKown, Inkster, Mich.

"The Inevitable Wage Cut"

The cut in railway wages ordered by the railway labor board, to be followed, undoubtedly, by a more extensive cut, while declared by the capitalist press to have been "entirely unexpected," was really not a cause for surprise. It is precisely what the workers may expect under the system of private ownership. Government boards, although supposed to be impartial, function in this respect, even as the capitalists themselves; they are simply living up to the system of which they are a part. It has been pointed out that the roads have been mismanaged to the extent of creating a yearly waste of a billion dollars, and that good management would make a wage cut unnecessary. It might also be pointed out that the government encouraged this waste by granting to the roads a lavish subsidy, under the Esch-Cummins act. But it should not have required the decision of the railway labor board to convince any observant person that labor gets the least consideration under this system. Dividends are sacred and must be protected at the expense of the mass of producers. If the owners mismanage their properties, and burden the people with useless graft as a result—well,

they are the owner's properties, and if we do not recognize these properties as constituting a public service in the only sensible way (namely, transferring them into public properties) we must stand the consequences.

Now the Esch-Cummins act, so loudly heralded a short time ago as a statesman-like solution of the railway problem, is admitted to be virtually a failure, and this admission is shared by the chief author of the act himself, Senator Cummins. Another "investigation" of the railway situation is on, and we are soon to see another demonstration of capitalistic statesmanship. The solution favored by capitalist statesmen seems to be the creation of a complicated railway monopoly under government protection. The object is said to be the increase of railway efficiency, but the real object is to preserve, by hook or crook, the private ownership of the railways, which is responsible for the present inefficient condition of the country's transportation industry.

When it is a question of cutting rates or wages, no one should wonder where the cut will come under this system. The profit-takers own and control the system; the wage-getters must continue to take what is given them.

C. R. McLUEN, Div. 203.

Guard Against Danger From the Inside

In the May number is an article by E. Harvey, which is very interesting. In this article he says the Brotherhood cannot be destroyed from the outside, and our Grand Chief Engineer told us at St. Louis during the "Eight Hour Campaign," that the eight-hour day could be put over the plate and that he had no fear from outside. We are left to draw our own conclusions as to whether or not there is danger from the inside.

As time passes I can see a wrong spirit growing up in the ranks, an overconfidence which is not justified by the real situation. We have come to believe that we are as strong as the rock of Gibraltar, but as we must judge the strength of a chain by its weakest link, so must we judge the strength of the B. of L. E. in the same way, and the weakest link in our organization today is overconfidence.

Time was when the master mechanic hired and discharged the enginemen, and if he chose to put a friend in your

place you were fired and the Brotherhood was not strong enough to prevent it. The fireman then looked to the engineer for counsel and instruction and the older men gave it and helped the younger men along the road to promotion. But that is all in the past. It is different now. These things are regulated by rules today. There is not the close personal touch between the engineer and fireman that formerly existed, and though their fraternal relations are closer than ever they show an independence of each other that is not good for either. Each feels that he can get along without the other, but they are both mistaken. The young men need the counsel of the older men, and we all know that young blood is necessary to the continued success of our Brotherhood. We must have it and the young man with foresight enough to see what is best for him will enter our ranks as soon as eligible, for only there can he work effectively to advance the interests of the engineer and help regulate the conditions under which he will himself be governed throughout his railroad career.

Judge Gary is an arch enemy to all organized labor. But just wait and watch, and you will see him come to naught in all of his expectations. And yet, the judge said something the other day that ought to make us "sit up and look and think." He said Labor would become so powerful and arrogant that it would work against its own self.

Von Hindenburg has recently said that when the Germans quit the fight the Army was still in good shape and able to fight on, but that President Wilson's pressure was too great. It destroyed the morale of the German people. The Germans knew his great human heart of love for all mankind and they grew sick on the job and quit. At least, that is the way Germany's greatest war general sees it.

There was never a time in the history of railroading in America when capital was trying harder than right now to bring discredit to the four Brotherhoods and labor in general. Whether or not the insurgent strike was fostered by the railroads, they were glad to see it in working order and full of hope that it would establish itself strong enough, so that it could be used to effectively lash it against the legitimate brotherhoods. So let us not go on the theory that no

power can defeat us. Germany was forty years building an army and she grew to believe there was no power on earth that could cross her borders, but they were crossed, and Germany was humbled.

So let us keep our morale at a hundred per cent; each and every man in good standing; a "brother" in the true sense of its fraternal meaning, so that when capital and the laws it may bring about to make the onslaught, we may be well prepared for the severest test.

Let us cultivate a closer relationship, so that we may say truly, "Neither is there any danger from the inside."

GEO. A. CLARK.

Not the Same.

I often thought how glad I'd be
if ever I could say
When sum big cirkus cum to town,
that I could pay my way,
An see the regular show, inside,
like rich folks boys who went,
Instead of, as I usta alwus,
from outside the tent.

I figured out what tales I'd tell
to other kids I knew,
Who never seen the show inside,
an thare was quite a few;
An how I'd imitate the clown
an tell his funny jokes,
That made the oldest people
laaf, an tickled little folks.

Show how the bare back rider jumped
rite thru the flamin' hoop,
An how th fella on the wheel
would easy loop th loop;
An show th way th tricks was dun
up on th high trapees,
An on th horozontel bar, an
other things like these.

Tell how I saw th tiger kill an
carry off a steer,
An also fight th lion, an kill
him, purty near;
An how the grate big elefant stood rite
upon his head,
An many other things, just like th
advertisements sed.

But shucks, I've had my wish, I seen
the circus from inside,
An taint half what I thot it wus,
for all the pictures lied;
The tiger didn't fight at all,
or carry off no steer,
Nor I didn't see no elefant a
standin on his ear.

The clowns wur not so funny, tho
a lotta jokes they told;
My Uncle John said he could tell some
better, just as old.
He also said th guy on th trapeze
wus not so slick,
That he cud see he wus a fake,
he dun his acts so quick.

An when the show was over Uncle John
side it was a snide,
Which made me sure I'd often saw some
better from outside;
When all the acts wur acted
just like the posters told.
An no one round like Uncle John
to knock and call em old.

Each act was then a dandy,
as I seen it, in my mind,
An sence I've been inside I'm sure
the old way beats it blind;
For to heer the people cheerin from outside
such pleasure lent,
Wus no fakes then, beleeve me,
like I seen inside the tent.

JASON KELLEY.

HONOR ROLL

Under this head will be printed only photographs of members who have received the Honorary Badge for forty years' continuous membership in the Brotherhood, together with a brief history of their railroad careers. In the case of members who have been retired from service on account of the age limit, their history alone will be printed.

Honor Badge Presented to Bro. L. D. Payne of Division No. 513

At a regular meeting of Jefferson Levy Division No. 513, on June 6, 1921, Brother L. D. Payne was presented with an honor badge, the first member of this Division to receive this honor.

It was presented by Brother T. W. Mallory, our highly esteemed local



Bro. L. D. Payne, of Div. 513.

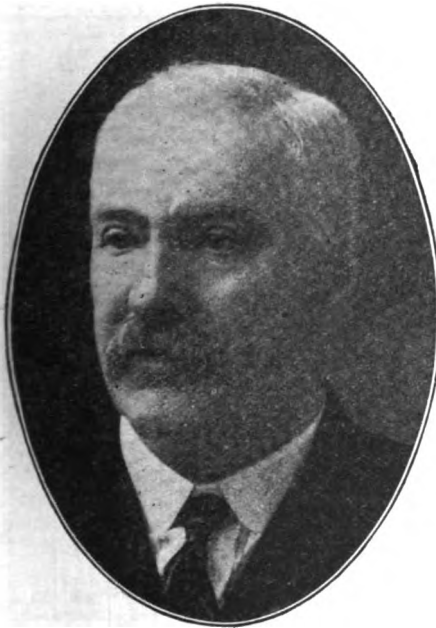
chairman, with a few appropriate remarks. Brother Payne was taken so much by surprise that he could only say a few words, such as "I thank you," but he certainly showed his appreciation and was very proud of the honor.

Brother Payne was born in Caroline

county, Virginia, March 24, 1850; went to work for the Chesapeake & Ohio Railway company as a section hand on the Craigsville section in 1868; went to firing in the fall of 1872; was promoted to engineer in April, 1875. Joined B. of L. E., Division No. 38, at Staunton, Va., in 1881; was transferred to Jefferson Levy, Division No. 513, as a charter member in 1893; was Chief Engineer of Division 513 from 1905 to the time of his retirement from service in 1918.

Brother Payne was Chairman of the first General Committee of Adjusement on the C. & O. railway system. He handled a passenger run over the Mountain division for thirty years and I am glad to say that he has an absolutely clear record as an engineer. He is still active, does not live far from the round-house, and seldom misses a day going down to see how the boys are and how the trains are running. We all hope him many more years of health and happiness.

W. J. JONES,
Secy.-Treas. Div. No. 513.



Bro. Wm. Anderson, of Div. 102, Receives Honor Badge.

Bro. R. Wiley, Div. 425, Presented With Honorary Badge.

The Honorary Badge of membership in the Grand Division has recently been awarded to Brother R. Wiley of Division

No. 425, and he has expressed a desire to thank all who shared in the presentation, which proved to be a notable event in the history of our Division. It took place on the occasion of the visit of Brother F. O. Reibel of Division 476, who represented our Division at the recent convention, at which time he personally made application to Brother W. B. Prenter, General Secretary and Treasurer, for the badge, so it was fitting that Brother Reibel should share in the pleasure of witnessing the presentation, which was made by our Chief Engineer, Brother T. Milner. All present, including a number of visitors, joined in congratulating Brother Wiley, who fully appreciated their expressions of good will.

While all this was going on the Auxiliary ladies were busy preparing a fine lunch, which was enjoyed by all during a recess, and the presence of the ladies lent a cheer which made the affair one long to be remembered by all.

J. MICANDER, Sec.-Treas.

Items of Personal Interest

J. W. Johnston has been appointed general foreman of the Chicago & Rock Island shops at Ft. Worth, Tex., succeeding A. F. Davis, resigned.

G. E. Pryor has been appointed master mechanic of the Quanah, Acme & Pacific, with office at Quanah, Tex., succeeding L. E. Wingfield, resigned.

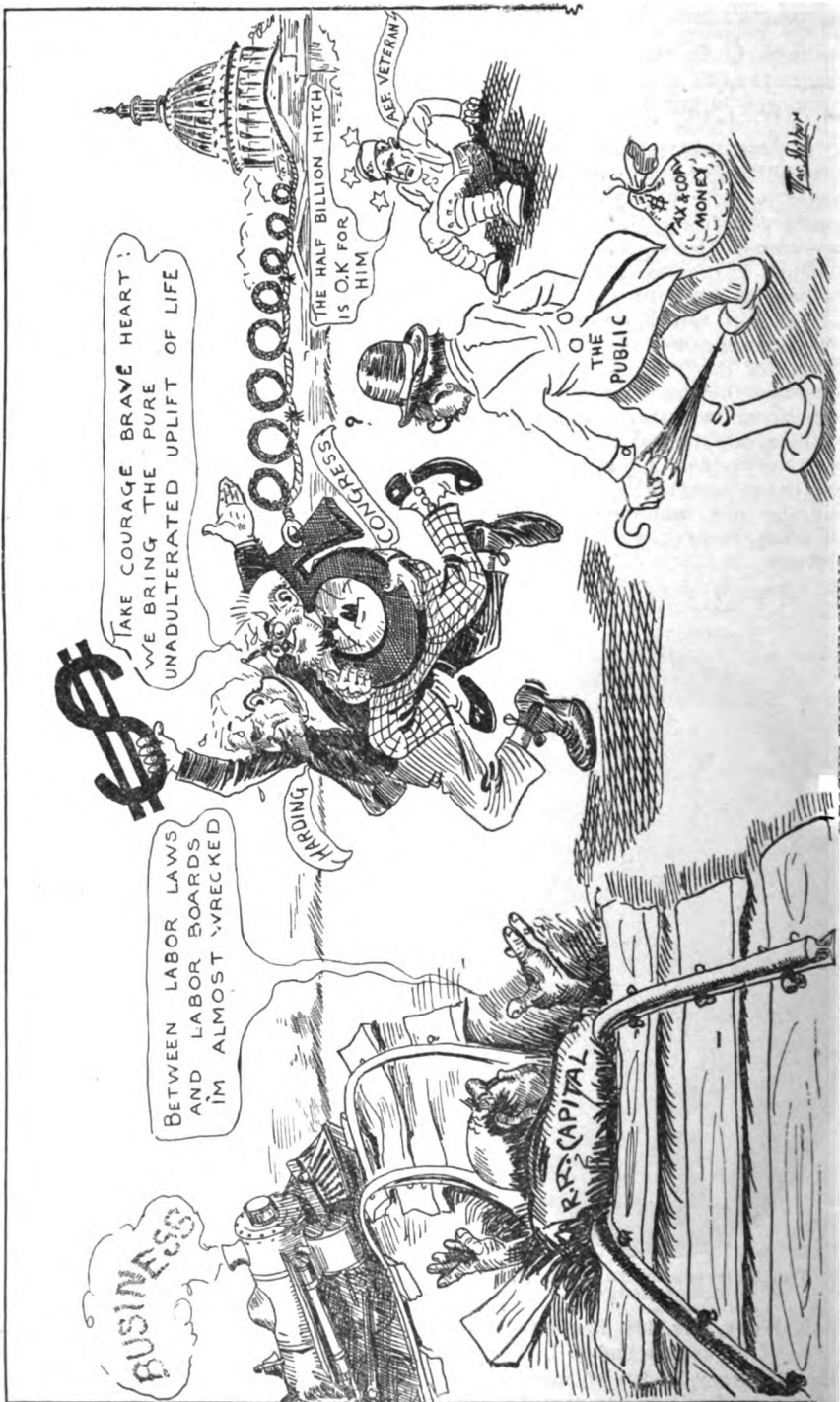
C. B. Dally has been appointed master mechanic of the Chicago & Rock Island, with office at Cedar Rapids, Iowa, succeeding G. M. Stone, transferred.

D. M. Swobe has been elected president and traffic manager of the McCloud River, with headquarters at San Francisco, Cal., succeeding J. H. Queal, deceased.

D. D. Briggs has been appointed master mechanic in charge of the mechanical department of the Alabama Tennessee & Northern with headquarters at Mobile, Ala.

J. S. Allen has been appointed division master mechanic of the Brownsville division of the Canadian Pacific, with office at Brownsville Junction, Me., succeeding E. Bowie, transferred.

J. W. Finch has been appointed general foreman of the Chicago & Rock Island, with office at Reno, Okla., succeeding F. D. Buckley, who has been appointed round house foreman at Elden, Mo.



RESCUE THE PERISHING

TECHNICAL

Letter to Bill

United States, Jooly 31, 1921.

Deer Bill: I been thinken about ritten forr a long time, but thare's so much to rite about I cuddent make up me mind what to say till now, an I cum neer not ritten at all. I wur like th' donkey that stud between a bale o hay an a bushel av oats till he neerly shtarved to deeth because he cuddent make up his mind which wan heed ate first, but now I have me mind made up "heer goes" like we useta say in days gone by, an nites too, sez you, over to the Dutchmans whin we wur taken a "nite cap."

Yes Bill, thares more ralerode noos goin round nowadays than ever, fer the ralerodes are as busy ez too biler makers dhrivin a hot rivit, thryen to cut wages an take away time an a half fer overtime and awl th time th frate rates are so hi that nobody kin ship, an th passenger rates so hi that evrybody that aint lame walks. Yes, Bill, th rode are goin to th bad, an thats no lie. Sum private owners are down at Washinton now asken the prisidint an Congress to help th poor ralerodes, same ez th blind man that sells led pencils er shoo sthrings wud his hand out on th corner, and be th way Prisidint Hardin is tawken they sure wint to the rite place to get what they want. But anyway, while th ralerode owners are cumplanen av poverty, out cums Hinnery Ford, an rite off th reel he sez the ralerodes dont need anny help but self help in the shape av effishent management. He dont say thayre managed be a gang of graffthers, hees too much av a gntlemen fer that, an its the same heer, but thats what he manes awl rite, awl rite.

Now whin Hinnery made \$5.00 the lowest rate av pay fer ate hours wurk in his shop in Detroit, about ate yeers ago, "Big bizzness" sed he wur outa his mind, an ather he made more money th same yeer than wud buy a barrel of genooine rye whiskey at th prisint price, they cud see then he wur a dangerous man to hav in bizzness, fer he wur raisin ned wud th prices, an whin he thried to get into the United States Sinnet, they bate him out o' th illickshen be hook and be crook fer feer hed raise ned wud th laws too, an thay put in his place a lad name Nooberry or Rasberry er sum kind av a

berry. But no matther about that, fer whin Hinnery seen it wur alsier fer Connie Mack to win th pinnant this year than fer an honest man to beet Nooberry or Huckelberry er whatever it was, fer a place in Congress, he set his sails fer a different tack, the same ez a sailor goin agin a hed wind, fer bein a wurkin man wance himself he wur useta hed winds.

Ye see Bill it wur like this, Hinnery an his son Edsel wur ony turnin out about 27,891 masheens a day, so th ould man sez thares not wurk enuff heer fer too Fords heer so I'll let you be presidint from now an I'll do a little ralerodin fer a change fer I haven't ownd a ralerode since me Unkle John med me a prisint av a choo choo thrane wan Christmas whin I wur a kid. He herd thay wur havin thrubble keepin th Detroit Toledo and Irontron rode off th skrap heep so he wint over to look at it, th same as sum good man mite go over to luk at a naybors sik horse, er cow.

It rayminded me av th time that Tim Riley wint over, naybor like, to see what wur rong wud Murfy's cow fer it wur gettin that thin its skin wur flappen in the wind like close on a line. And what he seen wus th poor crayther av a cow wud Murfy milkin it, an his brotherin-law and his cousin and a cuple av ants, thim havin tubs an pales an crocks, all standin behind Murfy single file, like people at a post office and thay waitin thare turn to milk th poor cow too, but divil a wan wur feeden th poor baste at all, at all. So sez Riley to Murfy, naybor like, if ye keep an milken that cow atthout feedin her ye'll soon have ony th horns left. At that Murfy and his frinds got so mad they told Riley where to go an what they thot about him. Weed like to print what thay sed but its agin th law, so ye kin dhray yer own concllooshens. Ye hav my permission to make thim sthrong, so go as far as ye like, Bill.

Murphy had plinty av hay fer the cow mind ye, but it wur up so dang hi she cuddent get it, and th water in th well wur so low she cuddent get much o' that aither. Murfy sed th hay hadda be hi because it cost so much, an th wather hadda be low fer feer th cow mit get colic if she got too much outo proportion to th little bit av hay she wur gettin.

An Bill, that wur how Hinnery Ford found th D. T. and I. ralerode. Evry-boddy that had a pale er a krock, an a pull too, av coorse, wur waten thare turn to milk, an, be the way, it wasnt milken time ayther, but anny time is milken time wud thim lads that milks ralerodes. Yes, he found th rates wur so hi th ralerode wur not gettin any bizness an th wages so low, an heerin nothin but wage cuts an more wage cuts th im-plyees didnt hav th pep an th inthrest thay hav now sence th raise that Hinnery Ford gav thim, an besides that thare wur enuff skrap av awl kinds scattered along the rite o' way to bld another rode. An Bill, evrythin on th line that shud be shquare, like nuts, fer instance, wur round, an evry thing that shud be round, like wheels, wur shquare, and what shud be low like traffic rates an grades wur too hi and what shud be hi, like wages and shteem pressher, wur too low.

So, anyway, Hinnery asked thare price fer th ould bad ordher pike and whin thay names it, he just bought an paid fer it th same as if he wur buyin a necktie er a pare o' suspinders.

Well, to make a long story short, afther he cut out, th sharp flanges an th bint axels, an fixed th poor shteamers so thayed bile eggs, and awl o' thim so thayd make th time, he cut th rates so th shippers cud ship, an raised th wages so th min pulled off thare cotes, an wud th 'help o' some rale branes at the hed of the rode they made the D. T. and I. ralerode airn a profit av \$500,000 an sum cents in th fursht six months.

Whare did they get th branes to manage so well sez you? Thats whare th joke o th hole thing cums in Bill. Ye no sum ralerode offshels we noo wur that shtuck on thimsels account o' th branes thay thot thay had that thay held thare heds so hi thay cud aisy run up against a gondola an not see it. I herd wan time about a mather mekanick walken into an open dhraw bridge in broad day lite, an I beleev it too fer he wus th guy that fired me an th B. & O. long ago. But anyways, the jok o' th thing is that th min Hinnery Ford sint over to manage th D. T. and I. wur min that had no grate ralerode experience, ony branes, just branes enuff to no that th thrane masthers an th travelin engineers an the thrane dispatchers and th engineers an firemen and conductors an brakesman an

switchmen an so an wur th min who wur deliverin th goods, and that awl th officers hadda do was put th thrack an th power an rollin stock in shape, giv th min a square deel and thayd th rest.

I don't know whare Misther Ford got that iday, but like sum more he has, its rite. Its not only a theory aither, fer it is wurken out in practice as successful as a Ford machine itself, an if he dont beleev me Bill go over to th Detroit Toledo and Iron-ton Ralerode any time av day, er nite, an see fer yerself.

JASON KELLEY.

Automatic Control of Locomotive Cutoff

For the purpose of regulating the cut-off of locomotives to suit the varying demands and conditions of service beyond the control of the engineer, a device has recently been invented, and indicator cards taken under test show that a more perfect distribution of steam may be obtained in this way than is possible where the engineer controls the cut-off. There is no doubt that some men have acquired a rare judgment in the handling of the steam lever, but it must be conceded that a more perfect cut-off could be gained through some automatic device which would respond to every variation of speed and steam pressure, which is not done where its control is in the hands of the engineer. The more perfect steam distribution gained in this way should help materially to improve the fuel consumption as well as the general performance of the engine, as these are dependent, to a large extent, upon the proper cut off.

By the device referred to the regulation of the cut-off is automatically effected by the back pressure in cylinders operating on a system of valves which control the pressure that operates the power reverse gear. One of these is called a control valve and it controls the throttle, so that practically a full opening is had all the time. An independent hand throttle is provided for movements with the light engine or a few cars, at which time the reverse lever may also be operated by hand.

There is a false note, however, in the claim made by some of the inventors that their inventions will so simplify locomotive handling that there will not be the need for the same degree of skill in the engineer as at present.

Nothing could be farther from the truth, for important though the proper regulation of the cut-off is, it is but one of the numerous factors which go to make successful locomotive handling, and not the most important at that. There is more fuel wasted in the use of poor judgment at shutting off places for freight trains than in the regulation of the cut-off, for with that indifference or lack of judgment on the part of the runner goes a corresponding lack of interest and judgment in the fireman, and this represents a combination which is responsible for more fuel waste than all other faults put together, including that of cut off.

So the inventors of appliances to supplement positive accuracy as to cut-off are decidedly mistaken if they think with the adoption of their appliances less intelligence on the part of the engineer will be required. We have had many improvements in the methods and the mechanical appliances for locomotive and train operation up to date, yet the fact remains that the demand for a high grade of skill and intelligence in the engineer is greater today than ever before.

No, it will never be possible to so perfect the mechanism of the railroad to a degree that will make it possible to operate them with cheap labor and lower grade of intelligence. This is particularly true of the locomotive engineer, for with each step of mechanical improvement, such as the air brakes, the automatic block signals, the automatic stokes, the superheater, the feed water heater and the booster, the responsibility of the engineer has increased, and with it all a greater demand upon his skill and judgment than formerly.

The engineer welcomes every improvement, as they are all aids to the work of doing the thing he is trying to do, that of making the time with the tonnage with safety and the least possible cost, but these do not in any sense relieve him; rather do they add to his burden, merely aiding him to carry a heavier load.

J. K.

What Was Wrong With Them?

We were a company of four engineers, auto tourists, viewing the places of interest in a large city recently. One of the party had a patent locomotive valve motion that he was sure was going to set the world on fire. He talked so in-

cessantly that he destroyed our interest in the sights, but the old saying, "there's an end to all things," we saw verified once more. In the course of our journey we came to an asylum for the feeble minded. There were a number of inmates about, several of whom were peering through the picket fence that surrounds the grounds, all dressed in a kind of overall uniform and wearing that vacant look peculiar to those suffering from mental weakness. We were pleased to note that our entertainer had at last found something to divert his mind from his pet hobby. The change was remarkable and when he asked, "what's the matter with them fellers an' what are they doing down there," one of the party obligingly answered that they were fellows who had invented valve motions and were being forcibly confined there to see if they couldn't forget it.

J. K.

Figure It Out for Yourself

Boiler of Engine 745 Explodes.

Boiler of locomotive 745, Southern Pacific Railroad, while handling freight extra west, exploded about 5 a. m. July 8.

Board of inquiry, composed of Superintendent Morrill, Assistant Superintendent Mann, Master Mechanic Brown, H. M. Fennell, active vice president Marfa National Bank, and Mayor H. T. Hamie, convened at Marfa on July 9, reached conclusion that explosion was result of low water following foul play on the part of some unknown person resulting in the death of the engineer, W. F. Bohlman, who was found with bullet hole through his head.

Representative from the division offices, accompanied by assistant superintendent motive power and equipment, together with representatives of the Interstate Commerce Commission, inspected the locomotive and boiler following the unfortunate accident and reached conclusion that there were no defects on the locomotive or boiler that could have in any way been responsible for the explosion.

Fireman Robinson, who was on the locomotive with Engineer Bohlman, claims to have been struck by some unknown person and thrown from locomotive about four miles east of where accident occurred. Fireman Robinson was placed under arrest by county authorities a short time after the accident, and

it is reported that he committed suicide at El Paso on morning of July 18.—Bulletin.

CURRENT COMMENT

BY J. K.

Mr. Henry Ford has again startled the commercial world by reducing traffic rates 20 per cent and making \$6.00 the lowest rate of pay for labor on the Detroit, Toledo & Ironton Railroad, which he has recently bought. Compare that with the wail of the railroads that unless the wages are made still lower than was recently ordered by the U. S. R. R. Labor Board, many roads will go into bankruptcy.

Mr. John Clark McMynn, the engineer who designed the great ferris wheel which many of our readers saw at the Chicago World's Fair in 1893, died recently at Chicago.

Mr. W. O. Thompson, secretary of the Traveling Engineers' Association, has announced that owing to unusual business conditions, the annual convention of the association will not be held this year.

The railroad publications are assuring the railroads that all the talk about railroad men striking is foolish, as there are too many men out of employment, and striking against wage reductions now would be like striking against three meals a day. History shows that men do not fear the loss of meals when they are contending for a principle, as when they go on strike or go to war, so if capital thinks that the present conditions of unemployment affords it a good opportunity to slash wages and alter working conditions, it may find that the impression was mistaken if it puts the pressure on too strong. It is perhaps true of almost every strike that the railroads are surprised when the men go out. The same is true of the officers who are in close touch with the men. If the action of the men was guided by the reasoning of the employers there would never be any strikes, but such is not the case, hence the strikes.

The Railway Review, issue of July 16th, says "the inclusion in the transportation of provisions for a labor griev-

ance board has greatly strengthened the standing of organized labor in public estimation, and in its own conceit." This, the Review says, has only served as an incentive for multiplying labor disputes. The Review is correct in its conclusions. It is through the use of the strike weapon that labor has been enabled to command the attention of the public and the fear, if not the respect, of the employers. If labor had no organization it would have no representation on the Railroad Labor Board, in fact, there would be no such board, as labor would have to take what it got, and the cause of the many labor disturbances the Review complains of is due to the fact that the workers don't have to take whatever capital sees fit to offer for their labor, regardless of the conditions of the labor market.

The railway officials are complaining of the lower productive power of the men in shop work as compared to pre-war times. They charge it to government control. But then you couldn't expect them to plead guilty, even if they did put the brakes on individual production themselves, which they and everyone else knows they did during the war. Of course they are willing for the workers to go again at the old speed, but they have lost their stride and it will take something besides wage reductions and the proposed changes in working conditions to restore it.

The railroad spokesmen are making comparisons between the wages paid high school teachers, college professors, etc., and that paid railroad employees, to justify a further lowering of wages of the latter. It doesn't occur to them that the college professors are underpaid.

The automatic operation of the reverse lever is the latest locomotive invention.

With one-half of the railroad officials lying awake nights trying to invent ways to increase train tonnage and the other half devising schemes to reduce the wage rates and cut out time and one-half for overtime, the train service employees cannot complain of being overlooked in these reconstruction days.

For the traveling public to find fault with the engineer for jerking the train at starting or stopping, we can make the

allowance that it doesn't know any better, but for the railroad officials to find fault when the power is not sufficient to start the train without jerking, and when the piston travel of cars is so unequal as to produce shocks beyond the power of the engineer to prevent, shocks when stopping, that is something else again.

An engineer reports that "during the recent heavy rains in Colorado, a flock of sheep lying huddled on the track caused the block signal to go to stop position." We know the Lord tempers the wind to the shorn lamb, but there is nothing said in the good book about operating the block signal to protect sheep on the railroad track.

The railroad managers say they are opposed to a standard rate of pay because it is not fair to the more skilled workman, but recall if you can one instance where the more skilled workman was ever rewarded by the railroads by a higher wage rate because of his superior skill.

During government control the railroads fought wage increases of train service employees but used their influence to boost the pay of their unorganized employees, because they knew it would be easy to take the increase away from the latter when desired. We see that proven in the case of the section men, who, though the lowest paid, have suffered the greatest cut in the recent wage reduction.

The railroads are not satisfied with the recent wage cut. They say it is not close enough to warrant a reduction in traffic rates. We wonder just how severe a cut would have to be made before the railroads would concede that freight and passenger rates might be reduced.

The railroads have for years, through their representatives at national conventions, been pretending to work for the standardizing of railroad power and rolling stock, as well as that of all other equipment, but when the United States Railroad Administration commenced to standardize locomotives, the railroads made a howl that could be heard anywhere between Maine and California. It was all right to talk standardization, but it means the loss of a good deal of

official graft if it were carried out, and to eliminate graft from the railroad is like cutting out the ice cream at a picnic.

The railroads are paying fancy prices for coal today, more than double that paid before the war. They are also wasting more of it than ever, but the officials are too busy figuring out ways and means to shave down the earnings of the employees to give much attention to fuel saving. A dollar saved in fuel or in any other way by improved machinery or methods of operation is all right, in a way, but it doesn't get the railroad official one-half the glory that a dollar shaved from the pay of an employee will.

The railroads are opposing the adoption of the automatic train control. Some men, who pose as leaders of railroad progress, give as a reason that such a device would tend to make the engineer indifferent as to his personal responsibility for the safety of his train. Those wisehelmers might say with equal logic that the automatic pop valve should not have been adopted, as it makes the engineer indifferent as to the boiler pressure. It would be impossible under certain conditions for the engineer to prevent excessive boiler pressure without the aid of the automatic pop valve, and there is evidence to show that it is impossible for the engineer to avoid fatal and expensive wrecks under certain conditions which could be prevented by the use of the automatic train control. The railroads know this as well as we. The point of difference is that we, as engineers, have a direct human interest in the question as it relates very closely to our personal safety, while the railroads view it only from a standpoint of profit and loss.

The most powerful consolidation locomotives are those recently built by the Baldwin Locomotive Works for the Western Maryland Railroad. The total weight of one of these engines is 294,000 pounds, and the weight on drivers 268,200. These engines have Walsheart valve motion and the Pittsburgh reversing gear.

If we compare the work of the engineer of today on the monster modern locomotives to those of forty years ago

when the 16x24-inch cylinder was the standard in America, we are made to wonder how much larger engine will it be possible for a man to run. It brings to mind the fable of the man who, to prove the value of constant practice, started by lifting a calf upon his shoulder and continued to do so each day until the calf had become a full grown cow, when he could still shoulder it, and so the added burden of the engineer has grown so gradually that he is now carrying more than one man's load, but evidently the end is almost reached.

The Virginian railway is arranging to handle 16,000 tons in a single train, and still the railroads want to revise the freight rates upward and the wage rates downward.

The railroads financed a propaganda campaign in 1920 which caused the "Outlaw" strike, but the Brotherhoods killed it before it got very far. The railroads are now financing a strike on the A. B. & A. This strike was the result of a wage reduction of the employees, but a new angle has developed in the case, for it is reported that the guards hired to protect the scabs threaten to strike against a wage reduction. Those who refuse to strike will of course be branded as scabs, so with scabs guarding scabs and the wage reductions of the regular employees made in violation of the laws the whole affair is surely rotten, to say the least.

The Problem of Cylinder Lubrication One of Irregular Rather Than Inadequate Supply of Oil

The problem of valve and cylinder lubrication will not be solved until there is provision made to supply oil to cylinders with the same regularity as the steam. If that is done the bearing surfaces will be smoother, affording a better packing joint between valve rings in valves and cylinders, preventing much waste of steam and power. There would also follow reduced friction with less heating of cylinders, and extremely high temperatures of cylinders, largely due to defective lubrication, is one of the chief contributing factors to carbonization of oil in locomotive cylinders.

Another contributing cause of carbonization is that the oil which is held

back while the engine is working accumulates in the oil pipes until throttle is shut off, when it is flushed into the overheated cylinders, thus providing the fuel necessary to the combustion that produces carbonization. If oil were supplied to cylinders regularly, as needed, there would be no such thing as carbonization possible. In the first place, the more perfect lubrication would prevent the extremely high cylinder temperature, and in the second place there would not be at time of shutting off a volume of oil to flow into the cylinders, as at present. If there be no fuel there can be no fire, so the problem resolves itself into a question of irregular instead of inadequate oil supply.

If it was merely a question of oil, economy or efficiency of the power, we could let the solution of the problem rest with the railroad company, but the engineer is held accountable for so much that may be directly traced to poor cylinder lubrication that it is a matter of very practical concern to us, and we are all strong for any device that will correct the fault. J. K.

Judge Anderson, the federal judge, who gained some notoriety during the coal strike by issuing a sweeping injunction that didn't sweep very clean, has been lending his aid, his voice at least, to "save the railroads from ruination." He is especially opposed to what he terms the artificial standardization of wages because it discriminates against the wage earners. Don't waste any sympathy, judge, the wage-earners are perfectly satisfied with the arrangement, so why should you kick?

What Stalled Him

The boomer was from everywhere, including South America. It was his turn for a story, and as the conversation had been along the lines of freak railroad-ing, he came through with the following:

"You kin talk about yer funny railroadin', but I went agin somethin' in Peru, South America, I never see before er sence. I started on my fust trip athout knowin' a thing about th' road er engines er anythin', but they wuz all Baldwins, so the engines didn't bother any. Well, I started out one afternoon an' wuz goin awl rite, but comin on to evenin' I noticed the train begin to drag. I dropped her down a

netch, then another, until I got her in th' corner, but I stalled anyway right on straight level track. I got off and looked the air over, but didn't find a single brake stuck. Ye couldn't guess what the trouble was in a hundred years, so I won't ask ye to. Ye see I was haulin' a train of canary birds. Now durin' the day when they'd be flyin' round th' cars, ye could make good time with one of them trains, but when night fall cum on the birds set and thay'd stall ye evry time, and thare you'd stay till mornin' an' start off agane."

We read much of what mechanical invention is doing to make locomotive handling more simple, but if we compare the locomotive or even the boiler head of today, with its network of pipes and gages, to that we knew twenty or thirty years ago, we are prompted to say, whadda ye mean, simple?

It was persecution that spread Christianity through the world, and so it was persecution that scattered the seeds of organization of labor brotherhoods, so we have nothing to fear from the aggressiveness of the railroads, as it will only enable us to strengthen our resistance.

Don't find fault with the company that says its power reverse doesn't creep, for it is doing no worse than the merchant who says his goods won't fade or shrink, or the neighbor who says his dog won't bite.

The superintendent of a certain road, whose train crews were out in the A. R. N. strike of '94, in urging the men to go to work, told them that the company put it up to him to get trains moving or he'd lose his office. At that, one of the leaders of the bunch, with his hat on the back of his head and assuming an air of authority, toned up somewhat by something different from the home brew of today, said, "Put er thare, old pard; let me pin a ribbon on ye and join us, and we'll stick to you till th' cows come home."

In serving notice on their employees that in addition to the wage reduction, they will also abolish time and one-half for overtime and make other changes, some railroads are starting something

they may not be able to finish. When the railroads defy the law themselves, as did the A. B. & A. when it reduced wages in violation of the provisions of the Transportation Act, it weakened the force of government, the very thing it should aim to protect, and by its example placed a club in the hands of the bolshevistic element, the very thing it should aim to avoid.

Never Saw Anything

The party in the beanery "settin'" room were being entertained for two hours by a windy guy who thought he had been everywhere and seen everything. When he stopped to get air, after a straight hour's talk, an old boomer broke the silence by asking our entertainer if he ever had the tremens. He replied that he had not had that experience. "Well," said the old boomer, "you may have traveled a lot and seen some things, but if you ain't had the tremens, the real 'snaiks,' mind ye, then you haint seen nuthin'."

Ed and Lizzie

Above are the names of man and wife, the characters in this little, perfectly true, story. It is interesting from the fact that it reveals the wife as a help-mate in an unusual role.

"Ed" came in from his run one evening and after supper proceeded to pore over some air brake books and charts as he had been doing at every opportunity for some time, as all engineers had been notified that they must prepare to pass a rigid examination on air brakes, and the day of the examination was the following one.

It was especially required that engineers should be able to trace the flow of air through the air system during application and release, also that they trace the course of steam through the air pump both during its admission and its exhaust. Ed had mastered every detail of the examination but one. He could not for the life of him tell how the steam was exhausted from the cylinder of pump after doing its work. He was determined to dig it out that night, but being physically and mentally tired after a long hard trip, he soon found himself dozing over the problem with little hope of solving it. "Lizzie" saw that "Ed" needed help. She was just as anxious that he would pass the examin-

ation creditably as himself. She had already worked along with him on air problems before, so she and "Ed" took up the work again, but to trace the action of the pump so as to show how and where the exhaust was effected seemed impossible of solution. Ed dropped off to sleep in his chair while "Lizzie" continued to dig with a determination which was finally rewarded, for just as the daylight was breaking, she triumphantly announced her victory. She had finally traced the course of the steam through the pump from the admission to the exhaust, and when she showed "Ed" how easy it was he sealed her lips with a kiss, but proudly told the story to the boys himself.

About Locomotives

The locomotive, as a rule, gets its worst treatment at the terminal where one would think it receives the best, and where it is generally believed they do. The things the average pit track or roundhouse hand will do to a fine engine today would be considered a crime by the enginemen of a few years back, and even the most indifferent engineers and firemen are made to wonder at the rough house methods of handling power permitted at so many terminals today.

An engine crew will take every precaution in the firing and pumping of an engine to avoid causing too sudden changes of temperature of boiler on the road; will not use the injector unless there is a fairly good fire in firebox, and even then will not permit the injector to work long enough to reduce the steam pressure more than a few pounds, but at the end of the trip must turn over the engine to a fellow (a murderer, I'll say) who don't know she has any flues, nor does he care, nor is he apparently expected to care by those in authority or who direct his work, and should know better, for the first thing he does is to slam on the injector wide open while he cleans the fire, maybe, and down goes the steam pressure lower than the price of lemonade at a Dutch picnic, and if she leaks, no matter, for she's where she can be fixed, and that's all there is to it.

Such things as expansion or contraction, the effect of which are so deeply impressed on the minds of enginemen, have no place in the training or vocabulary of the average pit man. Nor is the

hostler any better for he fills her up to be sure she has enough water to hold her until she is again fired up, with some to spare, and often the amount that is to spare is what raised ned with the boiler by putting it in after the fire was knocked out.

It is the same after engine is ready to leave the house, for the average hostler will move an engine with cylinders so cold the water will be running a full stream out of each cylinder cock. There was a time when that was permissible, though never the right thing to do, and that was when we had all slide valve engines, for if water did accumulate in the cylinders the pressure would be relieved by the valve being raised off its seat, but with the piston valve, in such general use today, the valve cannot raise to relieve that pressure, thus causing excessive strains to cylinder packing, piston keys and all main rod connections, often shearing the keys and weakening other parts from which engine failures are bound to result.

No engineer undertakes to tell the hostler how he should handle the engine, for the hostler is the representative of the master mechanic, and a law unto himself. It would do no good to complain of him to the average roundhouse foreman, as he usually has enough other troubles and besides that he might not take kindly to your interfering with "his men" or methods. Engineers know this and don't butt in, but such samples of indifference and ignorance of the simplest rules of handling a locomotive at terminals have their effect on the enginemen, who, after a while, also forget to exercise the usual careful methods of handling and say, "What's the use?"

There are some exceptional roads, as there are exceptions to all rules, but they are comparatively few, for there is a wide chasm between the lofty pretense of the average terminal officials and the low down practice of the pitmen and hostlers in the matter of handling locomotives.

We read and hear much about the efforts of the mechanical officials to improve locomotive hauling, but they are wasting much of their energy trying to tell the engineers and firemen how to do things when they could accomplish more by correcting faults nearer home.

J. K.

Making Locomotive Engineers More Efficient

Mr. G. L. Plant, associate editor of the *Railway Review*, in the issue of that paper of April 30th, discusses the question of improving locomotive management in general, but we are interested chiefly in that part of the discussion which relates to the work of an engineer, so we will look into the matter of what the railroads are doing to encourage skillful handling of throttle and reverse lever. As to the throttle, we fail to see where any special manipulation should be necessary unless it would be to help the hydrostatic lubricator to lubricate valves and cylinders. The real skill is not alone in the handling of the reverse lever, however, as the carrying of water and keeping of steam pressure up to or near the maximum, and there is also the element of good judgment, such as taking of grades, etc., that helps in getting the train over the road, all of which are most important factors in the game.

The author of the article in the *Review* suggests that engineers be instructed particularly in the proper handling of reverse lever. It is doubtful if any amount of instruction will be of much benefit unless there is the right kind of material to instruct. The railroads are losing sight of that fact. One has only to look around the average terminal to see it. The conditions as regards convenience or cleanliness, in fact, everything he comes in contact with from the time he gets off his engine at the end of the trip at the away-from-home terminal until he whistles off on the return trip, has a repelling effect upon the engineman, and never in the history of railroading is there such a general dislike for it as right now.

There is good reason to believe there is a need of the highest possible efficiency in locomotive management. An indifferent engineer can do a pretty bad job on one of the modern monster locomotives, one that will cost the company a pretty high price for handling the mile long trains of today with the modern engine is a real man's job.

So if the railroads expect to improve locomotive handling they must aim to make the service attractive to young men of a high grade of intelligence, for so long as firing a locomotive is a stake job, just so long will it appeal only to

stake men, and that is not the kind that will develop into first class engineers.

It is all well enough to write and talk about making high-grade engineers by instruction, but it is a hard matter to get a stake man to stand long enough to take a lesson, and even if he does, you may be sure he will try to forget it as soon as possible, for that type does not want to be burdened with anything that will distress their minds, and that is the quality the railroads will have to bargain with in the future unless they awaken to the fact that it is up to them, if they want as efficient locomotive handling in the future as they have had in the past.

The Booster Demonstration at Cleveland, Ohio

We conducted a "Booster" demonstration on the New York Central Railroad at Cleveland, Ohio, on May 20, which was attended by two hundred and fifty-three delegates attending the B. L. E. convention there.

The train consisted of ten cars, one baggage, six coaches and three Pullmans of steel construction. The train was purposely stopped several times to show the advantage of the additional starting power the Booster gave to the engine. The first two stops were made at points where the grade was such that the engine would not have been able to start without slacking and jerking the train, but with the Booster cut in the train moved off as smoothly as could be desired.

Another test was made by cutting the Booster in after train had been started by the main engine, this to show how it could be operated to prevent stalling of the engine, also that it could be cut in or cut out at will of the engineer and used to advantage at starting or at any speed under twelve miles an hour.

The delegates, many of them passenger men, and from all parts of the United States and Canada, were very favorably impressed with the demonstration, knowing from their own experience that the lack of sufficient starting power of the modern locomotive was a prevailing weakness, the result of which made rough handling so often necessary at starting, so damaging to draft rigging and as well as a cause of much discomfort to the passengers. They also realize that much unjust criticism is often aimed at the engineer for rough

handling which cannot be avoided because of the low starting power of the engine, particularly those having the modern valve gears with fixed lead, and they were the more favorably impressed with the Booster on that account.

The demonstration was a splendid ad for the Booster, as the returning delegates will sound its praises to the officials on their respective roads, for in the matter of smooth handling and time making with passenger trains it certainly is an important feature of locomotive development.

J. A. TALTY, Div. 15.

Two Famous Locomotives

The De Witt Clinton, one of the first locomotives run in this country and the New York Central's monument of pioneer railroading days, was brought from New York recently to Cleveland in tow of the old 999 of "Empire State Express" fame. The tiny old relic was loaned to Cleveland to put on exhibition during the celebration of the one hundred and twenty-fifth anniversary of the founding of the city, and from there it will be taken to Chicago to be exhibited in that city's Pageant of Progress to be held in August.

From Rochester to Buffalo the 999 was run by Charles Hogan, who drove the famous old engine on May 10, 1893, at a speed of 112 miles per hour between Lancaster and Crittenden on the Buffalo Division of the New York Central Railroad.

It was a long jump in railroad progress from the De Witt Clinton to the 999, and it is no short step from the pride of the early nineties to the monster passenger locomotives of today.

Improvement in Lubrication of Locomotive Valves and Cylinders

Improper or faulty lubrication of superheater locomotive valves and cylinders has cost the railroads more money than any other item of expense in locomotive operation.

The items of expense involved in improper lubrication on superheater locomotives are a constant hidden loss of steam blowing by the valve and cylinder packing rings, which means a great loss of coal and water; excessive renewal of cylinder packing rings, piston heads,

boring cylinders and bushing them, renewing valve packing rings, bull rings, re-boring and renewing valve chamber bushings, applying new piston rod and valve stem packing, and excessive renewals of parts of the valve gears.

There is no denying the fact that the present day experience in lubricating the cylinders and valves of engines using superheated steam, is anything but satisfactory.

An internal inspection of any superheater locomotive will prove this statement. Upon an examination of the cylinders, there will be found an excessive amount of carbon in the steam passages, on the piston and on the cylinder heads and valves, and also carbon under the packing rings. It frequently takes from one to three days to "pull" a valve that is carbonized, but when the valve is free from carbon this operation can be carried out in twenty minutes.

Every railroad has experience having cylinder heads punched out, due to the excessive accumulation of carbon taking up the clearance between the cylinder and piston head. A test was recently conducted on one of our largest railroads, to determine the exact performance of the oil after it left the hydrostatic lubricator. By means of a series of glass tubes inserted in the oil pipes, we could see the distribution of the oil from the lubricator in the cab to the valves and cylinders at the different working positions of the engine. It was found that at a short cut off and at a minimum rate of speed, the fluctuation of steam pressure in the steam chest built up a back pressure which overcame the pressure in the hydrostatic lubricator, and caused the oil to be held back in the oil pipes until the pressure in the steam chest was relieved by easing off the throttle; then the suspended oil would flush out in volumes, having the lubricator steam pressure behind it, and was also sucked down by vacuum in the steam chest. The fluctuation of steam pressure or, as commonly called, the "pulsation," takes place at every stroke of the valve, or twice at each revolution of the wheel. After experimenting for several years with different styles of atomizers, or choke plugs as they are usually called, with a view to overcoming the trouble, I designed and equipped a couple of locomotives with an improved atomizer, which consisted

of a compensating chamber, and it was found that after this experiment the oil was distributed to the valves and cylinders with the same degree of regularity as it left the lubricator, and at a short cut off and high rate of speed, also overcame the built-up back pressure in the oil pipes.

To substantiate the above statement, we have the results of the performance of one of the engines equipped. The record of this engine for twenty-eight days previous to installing the compensating chamber atomizer, shows four complete sets of cylinder packing applied, at a cost of \$20 an engine, or a total of \$80 expended in renewing cylinder packing. After the installation of this device, this engine was put in pool service, with no regular assigned engine crew, and was in daily active service over two months, to my knowledge, without having a packing ring renewed.

It is on record that this railroad was only getting a mileage of 1,390 miles out of each cylinder packing ring, but with this device over 12,000 miles is credited, and it shows what a saving this would mean on all locomotives which this railroad operates. A means for feeding oil regularly to the valves and cylinders will mean untold saving to a railroad in locomotive operation, and it will make us all admit the fact that a locomotive is only as efficient as its cylinder and valve packing rings.

For more definite information as to the operation of the compensating atomizer, write to Chas. E. Foyle, Towanda, Pa.

Questions and Answers

By JASON KELLEY.

Question. About what is the power of the Booster that is being put on some of our late engines, and when can it be used; that is, at what speed? S. R. S.

Answer. The power of the Booster adds about 10,000 pounds of draw bar pull behind the tender. The Booster is intended to aid in starting trains so as to increase the tonnage rating over hilly roads, but it is also used up to a speed of nearly thirteen miles per hour to help over grades.

Question. Why is it that when a balanced slide valve blows through balance strips that it seems to handle worse than an unbalanced valve? A. H.

Answer. When the valve strips are

down, or blowing from any cause, the valve is practically unbalanced.

That it "drags harder than an unbalanced valve" is due to the fact that the oil fed to steam chest first falls on the surface plate and the steam leak caused by the blowing valve strips takes place directly under the surface plate and carries the oil as it falls from plate directly into the top of valve and out through the exhaust way through the opening in top of valve.

Question. We used power reverse gear on some of our engines here and have piston valves. It seems that we have more trouble lubricating the piston valves on the engines with the power reverse than on the other. How could that be?

Answer. The power reverse has no effect upon the lubrication excepting that if a valve is not getting its oil regularly the engineer will not notice it so soon as if the hand reverse is used.

This is one of the conditions that brings forcibly to mind the need of a more positive, a more reliable means for supplying lubrication than the present hydrostatic lubricator. The force feed method seems to meet with the present requirements better, as it applies a uniform and continuous feed regardless of variations of temperature or conditions of handling which so often affect the feed of the other type of lubricator, and this is more urgent since superheating has become so general and still more urgent since the adoption of the power reverse which makes it impossible to detect faulty cylinder and valve lubrication until irreparable damage is sometimes done. The force feed lubricator is coming and the engineer will bless the day when it comes into general use.

Question. I notice that when we had the unbalanced slide valve some years ago that when we shut off the lever would pull hard towards the corner. Then with the balanced slide valve that fault was corrected, and now with the piston valve which is even better balanced than the slide valve, the lever pulls worse than ever. It would be interesting to know why this is. Why is it?

Answer. When the unbalanced valve was used, though it moved hard when steam pressure was on, it was free to move on the seat when steam was shut

off. When the present balanced slide valve was introduced it moved more freely under pressure than the other, but having a bearing, both top and bottom and compressed or bound somewhat between those bearing surfaces ? ? ?

Question. How would I test a piston valve for broken admission and exhaust rings?

MEMBER Div. 370.

Answer. To test admission rings place engine so pins will be on either upper or lower quarter on the side tested and put reverse lever in center position. This puts valve on center of seat covering both admission ports. With cylinder cocks open, now open throttle and if steam blows out of either cylinder cock that will indicate which steam ring is leaking, for if the forward cock shows steam that shows the forward ring is defective; if the rear cock shows steam it indicates a defective back ring.

The exhaust rings may be tested best when engine is working slowly, at short cut off, for the defective ring will cause a weaker exhaust as the pressure in cylinder after cut off takes place, that is, during what is known as the expansion period, the exhaust ring is supposed to hold the steam in cylinder until the piston has traveled the proper distance and the steam performed the proper amount of work for that particular cut off, but if the exhaust ring leaks the steam escapes through the defective ring to the exhaust, so that when the exhaust takes place the pressure has partly leaked away, making the exhaust for that particular ring a weak one.

Question. Which is the proper way to run an engine to get best results in train handling and economy of fuel, to work the lever down and run a light throttle or to cut the lever back and run a full throttle?

O. PL., Div. 378.

Answer. The recommended practice of handling the locomotive is to use the full throttle at all times when the train resistance is such as to require at least a 25 per cent cut off of steam in cylinders. If the train resistance or the work requires less power than a 25 per cent cut off will give, with a wide throttle, the reduction of power should be made by "easing off" on the throttle rather than by changing the position of the reverse lever.

While the above rule is theoretically correct, there are conditions when the

light throttle will generally bring better results. The first essential to economy of steam and fuel and the development of power is properly lubricated valves and cylinders. If these are "dry" they will blow and waste both power and fuel, and there are times when the full throttle and short cut off is used that the hydrostatic lubricator, now in general use, will not deliver oil to the valves and cylinders as required. This is particularly true since the superheater has been adopted, the higher cylinder and steam chest pressure it affords being the very thing which operates against the hydrostatic system of lubrication where the feed supply is dependent upon the over balance of pressure of water column of the lubricator, which, though enough to maintain the feed, there is not always enough steam to keep up the required circulation to carry the oil to the steam chest. This is frequently the case when the short cut off and wide throttle practice is followed and more especially when the speed is a moderate one, as in freight work. Another waste that comes with the wide throttle practice is due to the greater leakage from blows in valves and cylinder packing that take place due to the higher steam chest and cylinder pressure when the wide throttle is used. So you see in practice one must be governed by conditions, and not follow any hard and fast rule, though it be theoretically correct.

Train Rules—Standard Code

BY GEO. E. COLLINGWOOD

The discussion of the questions submitted as train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

Windsor, Ont., Aug. 2, 1921.

In the JOURNAL for July, in answer to S. R. T. on train rules, you say that No. 3 must not pass the east switch at G until 8:45 p. m., and while it may leave the station, it may not pass the west switch before 9:10 p. m.

I hold that the arriving time applies to the station and not to the switch. The switch may be two miles east of the station. It seems to me that No. 3 has the right to arrive at the station at 8:45 p. m. Please state what page

of standard rules your decision is based on.

E. I.

Answer—Under standard rules the time applies to the east switch, as indicated in the answer to S. R. T. Rule 5 governs the application of time and it is very plain. In no case would either the arriving or leaving time apply to the station house at G. The part of the rule referring to the application of time reads as follows:

"Not more than two times are given for any train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving time.

"The time applies to the switch where an inferior train enters the siding; where there is no siding it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place from which traffic is received or discharged."

From the above it is clear that at a station where there is a siding the arriving time does not apply to the place where traffic is received or discharged. The leaving time applies clearly to the west switch at G, and as the arriving time, under the rule, must apply at the switch where an inferior train enters the siding, it must apply at the first entrance switch, which is the east switch. It certainly cannot apply to the west switch, as the arriving time is independent of the departing time.

You will understand this rule better if you will recognize the fact that the time table is constructed for the operation of trains and because of this it is made to apply to the switch points where there is a siding. This is for the purpose of giving opposing trains the full benefit of the time indicated on the schedule. Supposing in the case under discussion that the siding was all east of the station. It can be easily seen that an inferior eastbound train would apply the leaving time of No. 3 to the west switch, which would be east of the station. If the eastbound train applied the time to the station it would be unable to make the west switch to get clear unless it followed a flag. In constructing time tables this fact must be taken into account to harmonize the schedule time.

Stillwell, Okla., July 30, 1921.

Extra 1021 north has right over all except first-class trains. No. 54 has right by direction over No. 53.

No. 53 receives an order at R reading, "No. 53 engine 756 hold main track meet extra 1021 at B meet No. 54 at C."

What trains will hold main track at C?
ENGINEER.

Answer—It is my opinion that under the order No. 53 would hold the main track at B and C, but the order is improperly worded, because it fails to follow standard form, as required by Rule 201. The rule requires that when a form is applicable it must be used, but instead of following the form as shown in the book, the words "hold main track" were inserted in the middle of the form. The order should have read, "No. 53 eng 756 meet extra 1021 north at B and No. 54 at C No. 53 hold main track at B and C." Under such an order no question of holding main track could arise.

In the order as sent, "hold main track" should be applied at both stations, because there is just as much reason why the words "hold main track" should apply to the second meeting point as there is why the words, "No. 53 engine 756" should apply to both meeting points. However, good judgment indicates that whenever two meeting points are given in one order and the words "hold main track" or "take siding" are used, the order should specify at what point or points the "hold main track" or "take siding" is to apply.

Austin, Texas, June 17, 1921.

Order No. 29, "Engines 29 and 31 work 6:30 a. m. to 7 p. m. Feb. 7th between V and W."

Order No. 31, "Engine 29 run extra V to W."

The dispatcher put out order No. 31 without being asked for it. We made the movement and returned W to V on work order No. 29. Some claim that order No. 29 was superseded by order No. 31. Will you kindly give your decision on this case?

MEMBER 124.

Answer—Both orders were in effect. The straight running order from V to W gave the work extra the right to go to W without protecting against other extras. Order No. 29 required the work extra to protect against all extra trains in both directions. Order No. 31 gave extra 29 the right to move from V to W without protecting against extra trains but it did not supersede order No. 29 or affect the right of work extra 29 to use order No. 29 after it arrived at W, be-

cause work order is in effect until the time limit expires.

Jolutte, P. Q., Aug. 1, 1921.

No. 15, a first-class passenger train, runs over three subdivisions from D to C, from C to B and from B to A. On Saturday, the 26th, No. 15 left D on time and was displaying green signals for a second section. The first section got over all three subdivisions before 12:01 a. m. of the 27th, but the second section had not left its second subdivision initial station at the time the new time table took effect. Has the second section the right to leave its initial station on the second subdivision after 12:01 a. m.? What will an opposing train do that is in at a blind station for second 15? Would such train have the right to the main track after such time?

L. E. T.

Answer—Canadian rules provide that a train of the preceding time table must not leave its initial station on any subdivision after the new time table takes effect. A section is a "train," so the rule applies to a section as well as to a schedule on which but one train is moving. It follows that at 12:01 a. m. the second section would become dead and could not move except by train order. But an opposing train at a blind siding would have no way of knowing that the second section had not left its initial station on that subdivision before 12:01 a. m., so it would have to wait until its order was annulled.

Had this occurred in the United States the second section, if it corresponded as required, could have left its initial station with full authority of the schedule after 12:01 a. m.

Cleveland, Aug. 1, 1921.

We have a rule that states that an opposing train of the same class will wait at meeting points three minutes for variation of watches. The following order is given:

"Extra 536 west has right over No. 82 and extra 88 east B to G and will wait at F until 12:45 p. m. for extra 88 east."

What time should extra 536 leave F?

A MEMBER.

Answer—Under your rules, if the extra had not arrived, extra 536 could proceed at 12:45 p. m., as an extra train has no class and would not be governed by regulations which are issued for the government of regular trains. In this case extra 88 has become an inferior train and as such as required to be clear

on the time mentioned, not later than 12:40 p. m. If it cannot make F and be clear by 12:40 p. m. it cannot go to F for the extra.

Negaunee, Mich., Aug. 2, 1921.

In regard to a Form E run late order. I have a book of rules (standard code) and there is nothing in the rules that explains that when an order is given to run 25 minutes late A to D that No. 1 will leave every station 25 minutes late except D, and if its running time is slow enough from C to D to permit the train to make D on time it may do so. Why does not the book of rules explain the run late order?

J. M.

Answer—There are several reasons why the book of rules does not explain every rule in detail. (1) If all the rules and train order examples were explained it would require a book as big as the dictionary to hold it, and no one could memorize it. For this reason only the governing principles are embodied in the rules, except to cover special case where a special rule may be used. (2) Rule 92 and Rule 5 govern the application of schedule time and the application of the time given in a time order is the same as schedule time, according to the explanation of a Form E order, so there is no good reason why this particular point should be fully explained in any one rule. (3) The most important reason is that when an attempt is made to explain a rule, the principle of the rule becomes of no effect and the rule becomes limited to apply only to the cases which are explained, and if any case arises that has not been explained there is no rule to govern it; but when the rule principle alone is given that principle governs every case that can arise. It is obvious that every possible condition that may arise under each and every rule cannot be explained in detail in a book of rules without limiting the rules to the explanation. This would leave many cases without a rule to cover.

By T. F. LYONS

LOSS OF AIR PRESSURE

Question. I am running a passenger engine equipped with the E-T type of brake, and here the other day, after making a stop at a water plug, and returning the brake valve handle to running position, I got down to oil the engine, when I noticed that the pump was

working very fast, just as though the main reservoir pipe was broken. I got up on the engine and found that the pressure was gone, and after throttling the pump I looked for the trouble, but could find no leak. After about fifteen minutes the pump started to work slower and pumped up the train, and worked O. K. for the next thirty miles, during which time I made five stops, when again the same thing occurred. On arrival at the roundhouse the pump was examined and nothing found that would cause such action. Will you please say what caused the trouble.

ENGINEER.

Answer. The pump failing to compress air while running may be due to either the receiving or discharge valves sticking in open position or the air inlet being closed. However, the pump failing to compress air would not cause a loss of pressure unless both receiving and discharge valves were stuck in open position at the same time, which is possible although hardly probable. The air pressure dropping indicates there was an opening somewhere from the brake system to the atmosphere, just where, it is hard to say. Assuming the locomotive brake remained applied, even though both brake valves were in running position, brake cylinder leakage or a broken brake cylinder pipe would cause a loss of air pressure during the time the distributing valve was in application position; whereas, in release position of the distributing valve this would not occur. It sometimes happens that in stopping for water we use the brake in emergency, and the triple valve operating in quick action there is always a possible chance for the emergency valve failing to seat properly. An unseated emergency valve will cause a loss of air at the triple valve exhaust port.

To have located the trouble you should have first made certain that the locomotive brake was released, then place the automatic brake valve in lap position; an immediate increase in main reservoir pressure (indicated by the red hand), would tell you that the air was being wasted through the brake pipe. However, if there was no increase of main reservoir pressure after placing the automatic brake valve in lap position, we would then know that the trouble would be found in either the pump, or the main reservoir, or its connections, and

to determine which, stop the pump, if the pressure continues to drop, the leak will be found in the main reservoir or its connection.

PRESSURE TERMS

Question. Will you please explain what is meant by the following terms: Absolute pressure; gauge pressure; initial pressure; terminal pressure; back pressure; mean effective pressure? These are terms one runs across frequently and I would like to know their meaning.

S. A. B.

Answer. Absolute pressure is that reckoned from vacuum. Gauge pressure is the pressure above the atmosphere. Initial pressure is the pressure at the beginning, as in an engine cylinder at the beginning of the stroke. Terminal pressure is the pressure in a cylinder when the piston has completed its stroke. Back pressure is the resistance offered to the piston in its return stroke. Mean effective pressure, generally written M. E. P., is the average pressure pushing the piston forward during its entire stroke.

TON BRAKE

Question. Will you please explain what is meant by the term "Per Ton Brake."

M. L. P.

Answer. This refers to the number tons that each brake has to control or stop, and is found by dividing the total train tonnage by the number of good brakes.

EFFECT OF LEAKAGE PAST THE EQUALIZING PISTON

Question. I am running an engine equipped with the E-T brake, and have noticed a peculiar action of the automatic brake valve that I cannot reason out. When making a ten-pound service reduction with the automatic brake valve and with the engine alone, you can draw the pressure down from seventy to sixty the black hand will remain at sixty, while making a similar reduction when coupled to a long train the black hand will creep up three or four pounds, and instead of a ten-pound reduction you will only get six or seven pounds.

Won't you please explain this peculiar action, and is there anything I can do to overcome it.

N. J. M.

Answer. The equalizing reservoir gauge hand rising a few pounds after the brake valve has been returned to lap position and while air is still flow-

ing at the brake pipe service exhaust port during a brake application on a long train, and does not raise when handling a short train or the one engine, indicates that brake pipe air from the under side of the equalizing piston is leaking by into the chamber above the piston—Chamber D. This is due to a poor fit of the equalizing piston packing ring and failure of the raised rim on the piston to make a good joint against the leather gasket above the piston when the latter is in its upper position. This leakage shortens the length of time the service exhaust valve will remain unseated, and lessens the intended brake pipe reduction. If you are experiencing any trouble report the brake valve to be changed, as this is a shop job.

BRAKES CREEPING ON

Question. We are having considerable trouble due to brakes creeping on. Myself and others have been censured by our Superintendent for it. I would like to ask if this trouble is not due to the dirty condition of the triple valves on the cars, and if the triple valves were clean and in good working order, would the brakes creep on? An explanation as to the cause of our trouble and a possible remedy will be greatly appreciated.

B. L. M.

Answer. For a brake to creep on it is necessary for the triple valve to move from release position. The triple valve will move from release position only when a reduction of brake pipe pressure is made, and it matters not how this reduction is brought about. When running along and the automatic brake valve handle in running position, brake pipe pressure is under control of the feed valve which is designed to automatically maintain the brake pipe pressure at the predetermined amount, thus preventing an undesired application of any triple valve by brake pipe reduction due to unsupplied brake pipe leakage. Hence a feed valve must be maintained in better condition than any triple valve in the train, and should be so sensitive that it will close and stop charging the brake pipe when the predetermined pressure is obtained, and open to maintain the pressure in the brake pipe before the pressure has reduced two pounds below the desired amount. A triple valve in good condition will move to service position and

close its exhaust port, and begin to apply the brake, whenever the pressure in the brake pipe is reduced about two pounds below that in the auxiliary reservoir. As to whether a triple valve that assumes service position while the feed valve is closed will return to release when the feed valve opens, will depend on the condition of the triple valve, its location in the train, the amount of brake pipe leakage, the amount of excess pressure in the main reservoir, and whether the feed valve opens slowly or quickly when the brake pipe pressure reduces below the adjustment of the regulating spring. It might be well to state here that where brakes creep on and off in a train while the brake valve is in running position, it is never the fault of the triple valve, but is always due to variation of brake pipe pressure caused by improper action of the feed valve, and indicates that the triple valves are more sensitive than the feed valve. To test the feed valve for sensitiveness make a ten pound brake pipe reduction, return the handle to running position, note the rise of the brake pipe gauge hand and where it stops; this will indicate the closing point of the feed valve; then place the brake valve in full release and overcharge the brake pipe, return the handle to running position, note the fall of the black hand and where it stops, which will be the opening point of the feed valve. The difference between the opening and closing point will be the amount of variation the feed valve will allow in the brake pipe pressure, and should not exceed two pounds.

The effect of brakes sticking, brakes reapplying, and brakes creeping on is practically the same, though the reason for each may differ. As a general rule the cause for brakes sticking is due to the failure to rise the brake pipe pressure quickly above the auxiliary reservoir pressure, which must be done to move the triple valve parts to release position, and this is more difficult on a long than a short train. There is a difference between the triple valves that stick and fail to release, and those that release with the others and reapply when the brake valve handle is returned to running position, due to the overcharging of the auxiliary reservoirs, and this is more likely to occur on the head end of the train. Brakes creeping on is due to variation of brake pipe pressure,

caused by erratic action of the feed valve.

SLACK ACTION IN FREIGHT TRAINS

Question. We are having considerable trouble here lately on account of break-in-tuos, and while trying to follow the instructions for freight train handling, we are "getting" draw bars quite frequently, and I am writing, thinking you may have something to offer that will help us out. Our engines are equipped with the E-T brake and cross-compound compressor, and we handle anywhere from 90 to 110 cars in a train. Will you please give a rule that will overcome the trouble. M. R. G.

Answer. There is but one general rule that can be given which will apply to all trains under all conditions, and that is the rule of good judgment. A fixed fast rule that might apply to one train may not apply to some other train, or, may not apply to the first train where track conditions are not the same. The rule of good judgment is an unwritten rule, and that we may profit by its application, it is quite necessary to familiarize ourselves not only with the valvular mechanism of the brake, but also with the effect of a brake application. Strictly speaking, the purpose of the air brake is to control speed and bring trains to a stop when desired, and this is accomplished by the friction between the brake shoes and the wheels. This friction, even with the same brake shoe pressure, is constantly increasing as the speed of the train is reduced, and will be greatest when the stop is completed. Here then is the reason why damage is more likely to occur from a brake application at low speed than at high speed.

The amount of work required of the brake to bring a train to rest is measured by the weight and speed of the train and grade.

If the weight of all cars in the train was uniform, and the retarding effect of each brake was the same, our trains might be stopped without shock, due to the running in and out of the slack.

But this condition is seldom if ever found, and herein is involved the most serious factor in freight train handling, that is, controlling the slack action, especially when hauling loaded and empty cars in the same train. While the retarding effect of the brake is the same, with the same shoe pressure and speed,

yet the effect of loading a car is to increase the distance required in stopping. For example, the brake on a car weighing 40,000 pounds empty has twice as much work to do when the car is carrying a load of 40,000 pounds, and three times as much when the load is 80,000 pounds. From this it will be seen that if the holding power of the brakes was the same, the empty car would stop in one-third the distance required to stop the car carrying 80,000 pounds load, for the reason that the brake on the empty would have only one-third as much work to do. Let us suppose the two cars coupled together; the empty, if ahead, would stop itself and help to stop the loaded car, and the slack would run in, and the draw bar springs would be under compression an amount equal to the difference in the effectiveness of the brake on the two cars; while if the empty was behind, the slack would be stretched, and the draw bars would have to stand a strain equal to the difference in the effectiveness of the brake power on the two cars. When designing the brake equipment of a car the starting point is always the light weight of the car, and freight cars are usually braked 70 per cent of their weight. Therefore the maximum brake power of a car weighing 40,000 pounds would be 70/100 of 40,000 or 28,000 pounds, and when the car is empty there is 28,000 pounds power to stop 40,000 pounds weight; whereas, if the same car contained a load of 80,000 pounds, there would be but 28,000 pounds power to stop 120,000 pounds of weight, when the brake was applied with full force. From what has been said it may be seen why the slack will run out hard, and sometimes cause the train to part when the brake is being used, especially when the rear portion of the train is made up of empties and the head portion of loaded cars; while with the loads behind empties the slack will run in, and may drive draw bars in or cause cars to buckle, and the longer the train the greater will be the tendency for such action. Were it possible to have the braking power offer the same retarding force on each car in the train, regardless of the weight of the car, each brake would then stop its own car, and the slack would not run either way, but would remain as it happened to be at the time the brake was applied. However, as loads and empties must be handled in the same train, the effective brake

power cannot be evenly distributed and the engineman, by studying the effect of brake application, can in nearly every instance overcome the trouble arising from this condition. It is the practice on some roads to keep the train stretched by working steam and keeping the engine brake released while the train brake is being applied, and this reasons out very well, especially with empties behind the loads. Making the initial brake pipe reduction light so that only a low brake power will be developed until the slack has adjusted itself, is another means of preventing break-in-twos. Do not attempt to release brakes on a long train until the stop is completed, as the brakes on the rear portion of the train will not have released before the slack on the head portion will run out. The build up of a train, that is, the placing of the loads and empties, has much to do with the successful handling of a train. The usual custom is to place the loads ahead of the empties, and where this plan is carried out the natural tendency is for the slack to run out each time the brake is applied, frequently causing the parting of the train. This method, however, is to be preferred to placing the loads at the rear, as where this is done, the severe running in of the slack tends to cause train to buckle, and on a double track road, is a dangerous train to handle. While it may be said a better method would be to haul loads and empties in different trains, yet, where this is done, we are not free from the possibility of train parting or buckling on account of variation of brake power due to different length piston travel. Possibly a better understanding of what is meant may be obtained from the following table:

| Piston Travel. | Equalization Pressure. | Brake Pipe Reduction. |
|----------------|------------------------|-----------------------|
| 4-inch. | 59-lbs. | 11-lbs. |
| 5-inch. | 57-lbs. | 13-lbs. |
| 6-inch. | 55-lbs. | 15-lbs. |
| 7-inch. | 53-lbs. | 16-lbs. |
| 8-inch. | 51-lbs. | 18-lbs. |
| 9-inch. | 50-lbs. | 20-lbs. |
| 10-inch. | 49-lbs. | 21-lbs. |
| 11-inch. | 47-lbs. | 23-lbs. |
| 12-inch. | 46-lbs. | 24-lbs. |

It is interesting to note the large variation in brake pipe reductions, the short piston travel requiring a smaller reduction and equalizing at a higher pressure than with the longer travel. Where variations of this kind are found on the

different cars in the train, slack action is bound to occur; as for example, let us suppose two cars are coupled together, each having a light weight of 40,000 pounds, the first having a piston travel of 5 inches and the second of 11 inches. From the table it will be seen that if a full service application is required on these two cars, a brake pipe reduction of sufficient amount must be made to equalize the brake cylinders and auxiliary reservoirs on both cars, which would be 23 pounds, although 13 pounds would be sufficient for the first car.

This, of course, means 10 pounds of brake pipe air wasted from the first car, having a brake cylinder pressure of 57 pounds, while the second car only obtained 47 pounds. A point here that must not be lost sight of is the difference in time in obtaining this cylinder pressure. With the car having the 5-inch piston travel, the maximum pressure, 57 pounds, is obtained when the brake pipe pressure is reduced 13 pounds, while the maximum pressure on the car having 11-inch travel is not obtained until the brake pipe pressure is reduced 23 pounds; thus it will be seen that the maximum pressure was obtained on the car having the short piston travel in about one-half the time required on the car having the long piston travel.

Let us next suppose these two cars to be arranged to deliver 60 per cent braking power on 50 pounds cylinder pressure; then 57 pounds cylinder would give 68½ per cent braking power, and 47 pounds would give 56½ per cent. Now 68½ per cent of 40,000 is 27,400, and 56½ per cent is 22,600; thus it will be seen that the stopping power of the car having 5-inch piston travel will be 4,800 pounds greater than the one having 11-inch travel. Again, if a release of the brake is made before coming to a stop, the brake pipe pressure need only be raised about two pounds to cause the brake on the car having the long piston travel to start to release, while it must be raised about 12 pounds before the brake on the car having the short piston travel starts to release. This would mean that the brake on the car with the long piston travel would probably fully release before the other car started to release, resulting in a draw bar pull proportional to the full braking power of the car with the short piston travel.

This belated release is often responsible for pulling of draw bars, especially where sufficient time is not given between the movement of the brake valve to release position and opening of the steam throttle. From what has been said it will be seen that break-in-twos are caused by greater braking power at the rear than at the forward part of the train, while buckling or driving-in of draw bars is caused by greater braking power at the forward part of the train, and as a means of overcoming this trouble the following suggestions are offered:

(1) Apply the brakes before the slack is bunched, as before shutting off steam.

(2) Do not use a heavy initial reduction, unless speed is low and stop intended.

(3) Stop brake pipe leakage.

(4) Avoid releasing the brakes while air is still blowing from the brake pipe service exhaust port following an application.

(5) Where possible, do not apply or release the brakes when passing over "hog-backs" or round curves.

(6) Do not release brakes at low speed.

(7) Avoid, whenever possible, reapplying the brakes, while the brake pipe pressure is higher at the head end than at the rear.

(8) Do not use the brake in emergency unless actual emergency exists.

(9) Where possible place loads at head end of the train and shorten the piston travel, and empties behind and lengthen the piston travel.

(10) There is, no doubt, one engineer on your division who is handling your trains successfully, talk this matter over with him, learn his methods, learn his plan of studying brake action on trains of different make up, he knows more of what is required on your division than anyone else.

EFFECT OF A LEAKY GRADUATING VALVE

Question. To settle a much argued question will you please give us a little light on the following. A and B agree that a leaky graduating valve will cause a triple valve brake to release, and A claims that a leaky graduating valve in a distributing valve of the E-T will not cause the brake to release, while B claims it will. Now, who is right?

M. P.

Answer. Whether the triple valve will move to release or remain in ap-

plication position depends on the amount of leakage past the graduating valve; fit of the triple piston packing ring, and the rate of drop of brake pipe pressure due to leakage. If the leakage past the packing ring is such as to permit air to feed from the brake pipe to the auxiliary reservoir as fast as it is leaking from the reservoir, past the graduating valve, the brake will not release. If brake pipe leakage causes a reduction of brake pipe pressure as rapidly as the auxiliary reservoir pressure is being reduced due to leakage past the graduating valve, the brake will remain set. But where the rate of leakage past the graduating valve is such as to cause a difference in pressure on the two sides of the triple piston the brake will release.

Now leakage past the graduating valve means leakage of auxiliary reservoir air to the brake cylinder, and can exist only when the brake cylinder pressure is less than that in the auxiliary reservoir. Therefore, in a full service application, where the auxiliary and brake cylinder pressure are equal, no leakage can exist, even though the graduating valve be defective. With the distributing valve we have a different proposition; here the graduating valve may leak and cause the equalizing piston and its slide valves to move to release position, but the brake will not release as the distributing valve exhaust port is blanked by the brake valve with which the application was made.

U-C EQUIPMENT

Question. Our road has recently received a number of new passenger equipment cars that have a new type of brake known as the U-C equipment, and I would like to ask if there is any difference in the method of handling this brake?

B. L. R.

Answer. The brake valve manipulation is practically the same as with other type of passenger brakes. However, there are a few points that might be mentioned relative to its operation:

(1) It requires at least a five-pound reduction to cause the universal valve to move to service position.

(2) It is necessary to increase the brake pipe pressure to 85 or 90 pounds before the brake will release, following an emergency application.

(3) As the quick action valve in the universal valve remains open for a pre-

determined length of time during an emergency application of the brake, no attempt should be made to release the brake until the stop is completed.

(4) The brake will automatically apply in emergency whenever the brake pipe pressure is reduced to thirty-five pounds.

(5) An emergency application of the brake may be obtained at any time, even though a full service application has been made.

(6) The brake may be operated in either direct or graduated release.

(7) To release a stuck brake bleed the small (auxiliary) reservoir.

(8) When using 110 pound brake pipe pressure, it requires a 24-pound reduction to apply the brake in full.

(9) The safety valve limits the brake cylinder pressure to sixty pounds in service braking, but is cut out in emergency.

(10) U-C stands for universal control.

Seattle's Railway and David Harum's Horse!!

Seattle, Wash., March '00.—Seattle's municipal railway is like David Harum's horse, which, it will be remembered, was "eating off his head."

That is the comparison made by a writer for the Seattle Post-Intelligencer in verse inspired by the failure of the city to operate its traction line on a paying basis, although fares have been increased three times since the railway was purchased from private interests.

Here is the poem:

"Dear Stone & Webster, Boston, Mass.:

"We're in an awful mess, alas! Remember back a year or two we bought a street car line from you? Your demonstrator failed to show us how to make the blamed thing go, and thus, although it gives us pain, we'll have to ship it back again. As David Harum might have said, 'The hoss is eating off his head.'

"You know we didn't want to buy; you dished us up a pretty pie! You took us for the well-known hick. I guess we were—we bought the brick. You showed us figures you'd prepared. 'A child can run it,' you declared. 'You'll like your little plaything fine, just decorate the dotted line.'

"You let us heft your one-man cars and monkey with the nickel jars; you showed us how to throw the switch and

said the line would make us rich. We'd also have a lot of fun. Yes, anyone could make it run. You said, 'No hurry for the pay,' and so we bought it right away.

And having bought, we looked around, and to our deep dismay we found, by placing slueths upon the trail, that we had spent a lot of kale. We had a jury probe the deal; we paid three times too much, we feel; and so your Kiddycars and track we're wrapping up and shipping back.

To own it wasn't any fun. It didn't leave us anyone to roundly cuss when things went wrong. You see, we'd cussed you boys so long it sort of left us in the air. We really were not treated fair. So take your car line, we implore, so we can razz you boys once more."

Special Notices

Anyone knowing the whereabouts of J. E. Ferguson, formerly a member of Div. 88, North Platte, Neb., and connected with the Union Pacific road at that point, will confer a great favor by corresponding with his son, F. E. Ferguson, 1334 First Wisconsin National Bank Building, Milwaukee, Wis.

Anyone knowing the whereabouts of Elmer Wilkinson, son of Dr. Wilkinson of Mariweather County, Georgia, who has not been heard of since 1893, and who at that time was employed on the Texas and Pacific Railroad, will confer a great favor by corresponding with J. T. Green, Spofford, Texas.

The Conscientious Horse

A traveler in Indiana noticed that a farmer was having trouble with his horse. It would start, go slowly for a short distance, and then stop again. Thereupon the farmer would have great difficulty in getting it started. Finally the traveler approached and asked, solicitously:

"Is your horse sick,"

"Not as I know of."

"Is he balky??"

"No. But he is so danged 'traid I'll say whoa and he won't hear me, that he stops every once in a while to listen."

"It is dangerous to change horses in the middle of a stream." More dangerous to change your mind in the middle of a street."



WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to MRS. ELIZABETH HIENERWALD, 3801 Fairmount Ave., West Philadelphia, Pa.

And matter for the Grand President to MRS. M. E. CASSELL, 1497 Alameda Ave., Cleveland, Ohio.

For the Grand Secretary, MRS. ELLA D. TURNER, 5339 Maple Ave., St. Louis, Mo.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 7612 Rogers Ave., Chicago, Ill.

September

Back from the joys of a summer vacation,
Brimming with health and with vigor
Immense;

Back to the town and its wild dissipation,
(Spreeing on sodas at twenty-two
cents)

Carrying visions of moonlight and
waters,

Thoughts of an Eden no business could
blotch,

Filled by a host of Eve's up-to-date
daughters,

Maybe a picture inside of the watch.

Hang up the bat and the fishpole and
paddle,

Throw off the cap and the rubber-
soled sneaks,

Now it's the pen and the chair for a
saddle,

Collar and necktie for fifty more
weeks.

Banish the bathing suit into a corner,
Shed the worn trousers the forest trail
knew,

Old clo' don't go for an office adorning,
Back again, back again under the
screw.

Men who were pallid and men who were
scrawny,

Changed in a fortnight to different
folk,

Berry-brown faces and arms that are
brawny,

Gee, it was good to get out of the
yoke!

Mountains are better than piles of old
letters,

Lakes are supreme over wells full of
ink,

Sailing is choicer than harrying debtors,
Fishing for fish than for orders of zinc.

Back to the desk with its blotter and
pencil,

Back to the sales-pad and adding ma-
chine,

Cash till and counter and rate card and
stencil,

Never a wave or a hill to be seen,
Dizzy old grind, but there's nobody
shirking,

Never a moment in idleness lost;
Strange how vacation puts pep into
working—

Got to make up for the money it cost!

Enthusiasm is the life of the soul—
properly applied will materially in-
crease our membership.

Convention Afterthoughts

When the September issue of the JOURNAL reaches us, our Divisions will be ready to resume work, and as the summer play will be over, we trust that the members of the G. I. A. will take renewed interest in all things pertaining to the good of the Order. Our subdivisions are to be commended for sending such splendid women to represent them at Convention. It is not saying too much when we assert that the last Convention was the very best one ever

held. More good laws were put in force and less time used than ever before and this speaks well for the delegation. Some very radical changes were made, not the least of which was the one that says all members coming into the Order after September 1st shall come as members of the Relief Association, if they can pass the medical examination and are under fifty years of age.

When an application is acted upon and the applicant passes the ballot, she must fill out the application blanks for either one or two certificates of our Relief. These blanks are furnished by the Insurance Secretary of Division, and if the medical examination is such that she is accepted, she can then be initiated. If she does not pass the medical test, this does not bar her from the Order; she can join as a social member, but in all cases they must try for the Relief. If any member coming in under this law fails to keep the assessments paid, she forfeits her membership in the G. I. A. To save time and trouble, I wish all Presidents, Secretaries and Relief Secretaries to understand this thoroughly so there will be no mistakes. We feel that the benefits we offer to the wives of B. of L. E. men should be appreciated and our women should carry the protection we offer in the G. I. A. in preference to that of other Orders. This movement has long been a contemplated one and we believe it will work out to the satisfaction of all. For example, we point to the splendid Auxiliary of the B. R. T., full of young blood and every member an insured one, making for strength and unity. I ask our members to encourage this movement and continue the drive for new members.

Another change is the one where we may pension a sister on her certificates if she is seventy years of age and dependent; we keep up the assessments and pay her \$7.50 per month on each certificate as long as she lives. At her death the entire amount of her Relief is to be paid to the G. I. A. The subdivision is to relieve the pensioned sister of all dues and assessments. This is a very fair proposition, as you can readily see that the entire amount of policy would be used up in five and one-half years. We now have four members who have outlived their policies and we are still caring for them. Do you know

of any other Order as liberal as this one?

Another wonderful thing that was done by this delegation was the starting of a fund to provide a home for our old Sisters who may need it. The delegates made pledges for Divisions or States and we earnestly trust that these pledges will not be forgotten. It has long been a dream of mine to some day have a G. I. A. home for aged Sisters or aged couples where they could feel they were welcome and could be cared for. My heart goes out to those of our members who have outlived their usefulness and are not wanted in the homes of younger people. How much happier they could be in a home with others of their kind, where they could be cared for and have no worries. Oh! that I may live to see this dream come true. In the meantime we will use part of this fund, after January 1st, to place any dependent, aged Sister that we may have, in some Church home of her choice. We already have one Sister in a Baptist Home and there is one other that brought forth this motion from Div. 128. We hope to make this Sister happy in the near future by placing her in a home of her choice.

Dear Sisters, we must not forget the Orphans' fund, formerly called the Silver Anniversary fund. It is now called by its right name, "The Orphans' Fund." The majority of our Divisions think their whole duty is done when they pay the ten cents per year per member. I am pleading for each Division to give one entertainment a year, the proceeds to be given to this cause. Something must be done in this direction if we are to keep this wonderful work going. Before Convention we had thirteen mothers, with thirty-five children drawing monthly benefits, and have added four more mothers with sixteen children, making a total of seventeen mothers with fifty-one children on this pension fund. This costs \$374 per month and unless this fund is materially increased the coming year, we must refuse others who may greatly need this help. No other woman's Order in the world is doing such a grand noble work, and we must not let it fail. Some Divisions have donated liberally to this fund, but I am sorry to say that the great majority seem perfectly contented to send just the exact amount of ten cents per member a year. To those I am making

this appeal and I believe you will not fail me.

Hereafter the little crescent and star membership pin will be worn in Division room instead of the heavy ones we have been required to wear.

The price of new charters has been raised to \$15 and the initiation fee must not be less than \$2. At this rate the entire cost of joining the G. I. A. and taking two certificates of Relief would be only \$5, including the doctor's certificate. In what other Order could this be done?

Considering the many avenues of charity and helpfulness that we embrace, we feel that every wife of a B. of L. E. man should be with us and stand shoulder to shoulder for every movement made by the B. L. E. and the G. I. A. for the uplift and benefit of these Orders.

The death of our beloved Grand Secretary, Sister Merrill, caused us grief and anxiety. Coming at a time when the important office of Grand Treasurer was being changed, it made the work doubly hard, as both sets of books had to be audited up to date and the packing and moving made almost endless trouble, to say nothing of the great expense.

Again, it was my duty to place someone in the vacancy made by Sister Merrill's demise, and after much thought Sister Turner was appointed Grand Secretary. To fill the vacancy made by her resignation of the office of Grand Vice President, Sister Hienerwald was given this office and Sister Crittenden appointed as Grand Chaplain. The vacancy in the Council was filled by appointing Sister Mains, thus giving Canada a place on the Council.

It is my earnest desire that our members will approve of my judgment in these appointments. As these Sisters have made good in other offices and each is peculiarly fitted for these positions, by showing your loyalty and appreciation of my efforts to do what I consider for the best interest of our Order, it will greatly help me to bear the unusual responsibilities that have fallen to me since being your Grand President.

Let us all work together for harmony and unity and everything will be running smoothly by the time this reaches the subdivisions.

The Grand Secretary's address is

Mrs. Ella D. Turner, 5339 Maple Ave., St. Louis, Mo.

All matter for JOURNAL must be sent to Mrs. Elizabeth Hienerwald, 3801 Fairmount Ave., W. Philadelphia, Pa.

Yours for the cause,

MARY E. CASSELL, Grand Pres.

To the Members of the G. I. A.:

Since taking up the affairs and duties of Grand Vice President and Editress, I desire first to express my sincere thanks and appreciation to our Grand President, Sister M. E. Cassell, for the honor conferred upon me, my only regret being that my appointment was made possible through the demise of our beloved Grand Secretary, Sister Effie E. Merrill. I hope that my future efforts will justify this great honor and confidence, particularly assuring the membership that my enthusiasm and interest in the work of our Order is just as great now, if not greater, than it was before my induction into these offices. Referring to the duties of Editress, we are all aware of the conditions and rules governing communications, and will state here that they remain the same.

Along these lines I shall be glad to bespeak your hearty co-operation, that the columns of the Woman's Department may continue to be bright and entertaining as in the past. Be brief and newsy. Be earnest and accurate, and if any part of your contribution is omitted, measure by the rules and understand. Let what you write contain some good thought for one or all, and I will do my best to give each one an opportunity to be heard.

THE EDITRESS.

Intelligent conversation on topics of the Order help you. Read the JOURNAL and keep posted.

Co-operation

Let us be good to our brave Engineer,
Count it a privilege that we should hold dear
To put aside care and greet him with smiles,
Help him forget those long weary miles.

Lay aside grudges which like mountains
pile up
And some day may mean a sad, bitter cup.
Keep hope ever bright, though storm clouds
pass near
And try to keep happy, our brave Engineer.

If, when rested he's cheery and pleasant, I
say,
Let him grumble when weary, perhaps it
will pay.
For life is a budget of sunshine and rain

And brings to us all both pleasure and pain.

Be kind and be true, 'tis the least we can do.
For the man who for us is one of the crew,
Who labors on gladly to give us a home,
Let's make it so bright, that he'll not care
to roam.

We know that as wives we have many a
care
That takes lots of courage to meet and to
bear
So it means much to us, just a little of
cheer,
And this we expect from our own Engineer.

We travel together the railway of life,
It leads straight ahead to the land without
strife.
Are the switches all set that will lead us
aright
To this land that is ever happy and bright?
There's a light that is guiding to a station
not far
There are loved ones awaiting and the gate
stands ajar,
So let us be kind to each other while here.
God bless and keep safely our own Engi-
neer.

MRS. C. N. BIGELOW, Div. 92.

To Interest a Division

How can we best promote the interests of our Division is a question that is frequently asked, and no one answer will apply to all Divisions. It has come to be thought that some entertainment must be offered the members to induce their attendance, but this should not be necessary. Each Division, like each individual, has especial needs, and one not a member of the Division cannot tell what is best for that particular Division, but there are needs that apply to all, and the first and most important is the rendition of the ritual work. If this be done intelligently it will always be a source of attraction and a pleasure to listen to it.

No officer should be satisfied to half do her work, and if she finds it impossible to render it as it should be, she should yield her place to someone who can. Then let the social spirit have place, and take a recess when there is no work, to greet each other—remembering the new members and the stranger within the gates. Too often the work is rushed through and the members go home, having no time for a word of greeting to each other. Let not the sick or afflicted be neglected or forgotten. In the hurry of life, many of the little things that add to life's brightness and lift the burden of active duties, are utterly forgotten or counted as useless. Neglect not the word that cheers or the act that may bring to an otherwise barren life a ray of sunshine.

It may come back to you with interest on that day when your heart shall hunger, for to each and to all come days both sad and glad.—*Exchange*.

A laundry company recently had the following announcement upon the screen at a moving picture theater:

"Why kill your wife? Let us do your dirty work."

Keep Watch of Yourself

There are innumerable people who keep on all their lives repeating the same grammatical errors, though they habitually hear correct English. Their manners are proof, wherever they go, of their lack of culture, and yet they do not realize as they eat their food or converse in company, that there is anything in their manners which differentiates them from the well-bred. They may be observant in some respects, but when it comes to themselves, they take everything for granted.

One of the secrets of improvement is the ability to stand off and look yourself over. As soon as you begin to notice that your speech is incorrect, compared with that of your associates, and that your manners are uncouth, then you will have the strongest possible incentive to take yourself in hand.

Sometimes it takes a hint from an outsider to open our eyes to what we ourselves are. And whether the hint comes in the form of a criticism that cuts, or whether friendship enlightens us as kindly as possible, in either case we have every reason to be thankful. For until we begin to notice that what we say or do falls short of the highest standard, the prospects are poor for our taking steps in the direction of improvement.

If you don't think co-operation is necessary, watch what happens to a wagon when a wheel comes off.—*Sugar Press*.

Golden Wedding

Mr. and Mrs. Frank W. Smith of Watertown, N. Y., observed their golden wedding anniversary on June 30, 1921, when a few of their immediate relatives attended a dinner at their home.

They were married in Watertown, June 20, 1871, by the Rev. C. M. Living-

stone, and have resided in that city their entire wedded life. Mr. Smith, a well known member of Division 227 B. of L.E., was employed by the New York Central for forty-eight years, retiring about five years ago. Mrs. Smith was one of the charter members of Division 512 G. I. A., and has held the office of Chaplain since the organization of the lodge in Watertown.

The members of Division 512 G. I. A. extended their congratulations by sending a large basket of pink and Ophelia roses, a rose for every year of their wedded life. They received many other gifts of gold and flowers. J. C. Q.

A Tribute to Our New Grand Vice President

Though Division 27 deeply regrets the necessity, owing to the death of Sister Merrill, of a change in the Grand Office, we feel it a duty to publicly acknowledge our elation over the honor the Grand President has bestowed on one of our members.

In selecting Sister Hienerwald for the Grand Vice-President we, who intimately know her, feel that Sister Cassell has chosen wisely; for so sure as God made the oak to tower over the horse-chestnut tree; just so has He intended her to be a Leader among womankind, and believing that,—

"A rose to the living is more
Than sumptuous wreaths to the dead.
In filling love's infinite store,
A rose to the living is more
If gracefully given before
The hungering spirit is fed."

We want her to know how we value and admire her initiative qualities and unselfishness; and in extending to her our heartiest felicitations, we pray that she may live long and enjoy health, thus being enabled to continue having her "light" shine on, and radiate throughout the Divisions of our Continent and Canada.

With the return of Autumn we are looking forward with zest to the renewal of our meetings and to make our Division a fitting background for an Eastern Grand Officer.

FRANCIS M. DODD, Div. 27.

"In a World Where Death Is—"

Two business men met on the street yesterday, stopped for a chat, and the talk turned to the loss of friends who had been taken by influenza.

They shook hands at parting, because,

as one of them said, "We do not know that we shall ever meet again. I have just come to the conclusion that at a time like this, when strong men die suddenly, it is up to us to treat our friends better than ever before.

"As some writer said a long time ago, 'In a world where death is, we have no time for hate.' When our friends die we find our throats choked with sobs. We send flowers. We write letters to their bereaved wives. We meet on the street and in our clubs and tell what fine fellows they were. But how much better it would be if we made those friends aware of our love for them when they are alive and able to appreciate the gifts of the heart.

"Now is the time to tell our friends what we think of them. Now is the time to send them flowers, write them intimate personal letters such as friends used to write in the more leisurely days of old, greet them warmly and with affection when we meet them on the street or in offices or clubs, and show them what they mean to us. Today is the best day for being kind. I am saying all this to you because you are one of the men I like and I want you to know right now how I feel."

They clasped hands again and went away. They would not care to tell what was in their hearts. There are feelings too fine to be shared with the public—feelings described so well in Emerson's beautiful "Essay on Friendship." Perhaps it would be well for us to reread that essay now. Yes, and put its principles into practice.

In a world where life is, there is time to love.—*The Boston Traveler.*

When sometimes our feet grow weary
On the rugged hills of life—
The path stretching long and dreary
With trial and labor rife—
We pause on the toilsome journey.
Glancing backward in valley and Glen.
And sigh with infinite longing
To return and begin again.
For behind is the dew of the morning
In all its freshness and light.
And before are doubts and shadows
In the chill and gloom of the night.
We remember the sunny places
We passed so carelessly then,
And ask with a passionate longing
To return and begin again.

Make up your mind that you will accomplish in a thorough and capable manner what needs to be accomplished, and STICK to it until you succeed, and that means, get new members.

Twenty Years Ago

Only a score of years ago.
 Nobody had a silo.
 Ladies wore bustles.
 Nobody swatted the fly.
 Nobody wore white shoes.
 Cream was five cents a pint.
 Cantaloupes were muskmelons.
 The hired girl drew \$1.50 a week.
 You never heard of a "tin Lizzie."
 Milkshake was a favorite drink.
 Most young men had "livery bills."
 Nobody "listened in" on a telephone.
 Nobody cared about the price of gasoline.
 Farmers came to town for their mail.
 The butcher "threw in" a chunk of liver.
 Folks said a pneumatic tire was a joke.
 There were no sane Fourths nor electric meters.
 Strawstacks were burned instead of baled.
 People thought English sparrows were "birds."—*Plate Maker's Criterion.*

Notices

Baltimore Circuit convenes with Old Dominion Division in a union meeting on Tuesday, September 6th, 11 a. m. Odd Fellows hall, N. Columbus St., Alexandria, Va.

All G. I. A. sisters invited to attend.

CORA D. BAENHOUSE,
 Secretary.

The first Illinois State meeting will be held Thursday, September 29th, 1921, under the auspices of Decatur Division No. 155, Decatur, Ill., in their meeting room, K. of P. hall, corner Main and Williams Streets. Meeting called for 10 a. m. sharp. We desire to have all Divisions well represented, as we hope to have a very pleasant and profitable day, and we have been assured that there will be a fine entertainment for all in the evening.

MRS. H. M. STETLER,
 State Sec. and Treas.

The Eastern Circuit meeting will be held with Guiding Light Division 310, Wilmington, Del., on September 29 in Pythian Castle hall, 906 West Street. Meeting called for 1 p. m. sharp. All G. I. A. members invited.

LAURA B. KASTNER,
 Secretary.

The next meeting of the Middle Atlantic Circuit will be held under the auspices of Mrs. John Henney, Division 351, G. I. A., in their meeting rooms, Pythian hall building, 1941 Madison Avenue, New York City, on Thursday, October 13, 1921. Meeting called for 10:30 a. m. Election of officers at this meeting. All G. I. A. members invited.

HENRIETTA L. BUCKHONT,
 Secretary of Circuit.

The New York State meeting will be held in Albany, N. Y., Friday, October 21st, in Eastern Star hall, corner Hudson Avenue and Lack Street. Meeting opens at 10 o'clock sharp.

Our grand president, Sister Cassell, and Sister Cook, A. G. V. P., will be with us.

We extend a cordial invitation to G. I. A. members to attend this meeting.

MRS. JAMES FOGARTY,
 Mrs. MARY MILLER, State Secretary.
 State President.

Party for Sister Miller

Members of the Central New York Divisions of the G. I. A. pleasantly surprised Sister Miller Friday evening, June 24th, at a party given in her honor as retiring assistant G. V. P. of the organization.

The arrangement committee, of which Sister Wm. Bowe of Division 249 was chairman, called at Sister Miller's home and inviting her for a walk, escorted her to Ravion lodge rooms, where a reception committee met them at the door shouting "surprise."

Then forming a floral arch of pink carnations, under which the guest of honor, escorted by the arrangement committee, walked to the rostrum, followed by the Presidents and Past Presidents, taking seats in front and finally all sisters present participating in this pretty drill, after which Sister Miller was presented to the assemblage as the guest of the evening. Responding in a few well chosen words to express her surprise and pleasure on being with us.

Members of the divisions rendered an amusing program, at the close of which Sister Kendrick, in the name of the sisters, presented her with a bouquet of sweet peas, in which was a gift in gold and a sweet story in verse. Sister Miller again responded to thank the sisters.

After this a committee dressed in

caps and aprons, the colors of the order, served refreshments.

At midnight "good nights" were said and all had spent a most pleasant evening.

Mrs. JAMES P. KENDRICK.
Division 292.

On May 18th Division 512, Watertown, N. Y., G. I. A., entertained the members of Division 227, B. of L. E., and their families at their annual banquet. The tables were prettily decorated with cut flowers and candelabra, pink and white predominating.

After a bountiful repast had been served to about one hundred guests, a short entertainment, consisting of vocal and instrumental music, with a reading by Sister Taylor, was enjoyed.

A sock social was held in connection with the affair. Small socks had been sent to the members of Division 227, B. of L. E., with the request that they return them with as many pennies as their feet measured in inches. A generous response was received from nearly all members and it was discovered that some engineers have very large feet.

Our president, Mrs. A. E. Kendrew, was ably assisted by a competent committee.

CORRESPONDING SECRETARY.

Let us remember our convention pledges and get busy to make them good by January.

G. I. A. Voluntary Relief Association

Chicago, Sept. 1, 1921.

To Division Secretaries:

You are hereby notified of the death of the following members. The amount, due not later than September 30, 1921, for October quarter is \$2.25 for those carrying one certificate and \$4.50 for those carrying two.

Members insured during September will pay all of October quarter not later than September 30, 1921, or forfeit insurance.

Insurance secretaries must remit by post-office or express order, or bank draft if payable on Chicago, New York, Boston, Philadelphia or St. Louis, Mo. Personal checks and those of any other city except above named cannot be accepted.

SERIES B

Assessment No. 18.

Memphis, Tenn., June 25, 1921, of Eudocarditis, Sister Jessie M. Bruso of Division 159, aged 73 years. Carried two certificates, dated June, 1893, February, 1899, payable to Frank, Claude and Sherwood Bruso and Phebe Ferguson, children.

Assessment No. 19

St. Paul, Minn., July 2, 1921, of Cerebral Embolism, Sister Jessie M. Heller of Division 274, aged 57 years. Carried

two certificates, dated October, 1902, payable to Walter Keller, husband, and Ruth Metcalf, daughter.

Assessment No. 20

Connellsville, Pa., July 3, 1921, of Myocarditis, Sister Jennie Layton of Division 70, aged 75 years. Carried one certificate, dated February, 1891, payable to John Layton, husband.

Assessment No. 21

Atlanta Ga., July 6, 1921, Operation, Sister Mrs. W. A. L. Johnston of Division 195, aged 48 years. Carried two certificates, dated August, 1910, payable to Essie Huffner, daughter, and Charles Thomas, son.

Assessment No. 22

Sedalia, Mo., July 7, 1921, of Pneumonia, Sister Mary Finch of Division 15, aged 50 years. Carried two certificates, dated February, 1904, June, 1909, payable to Peres H. Finch, husband.

Assessment No. 23

Wichita, Kan., July 9, 1921, of Brain Tumor, Sister Sadie Galletty of Division 400, aged 45 years. Carried one certificate, dated November, 1920, payable to Frank Galletty, husband.

Assessment No. 24

Buffalo, N. Y., July 13, 1921, of Heart Lesion, Sister Agnes Hogarth of Division 232, aged 48 years. Carried two certificates, dated March, 1903, August, 1914, payable to John Hogarth, husband.

Assessment No. 25

Louisville, Ky., June 14, 1921, of Cancer, Sister Mrs. W. J. Wallace of Division 132, aged 65 years. Carried one certificate, dated January, 1898, payable to W. J. Wallace, husband.

Assessment No. 26

Jersey City, N. J., July 14, 1921, of Cancer, Sister Lenora Smalley of Division 487, aged 31 years. Carried one certificate, dated January, 1919, payable to Edmund Smalley, husband.

Assessment No. 27

Cleveland, Ohio, July 19, 1921, of Nephritis, Sister Anna Foote of Division 65, aged 76 years. Carried one certificate, dated April, 1884, payable to John Foote, husband.

Members will pay Insurance Secretaries on or before September 30, 1921, or forfeit insurance.

Insurance Secretaries must remit to General Secretary and Treasurer by October 5, 1921.

Members in good standing July 30 on July quarter, 13,624 in first class and 7,286 in second class.

A Sermon on Saving

A Cleveland stenographer has figured out that had she come over with Christopher Columbus when he discovered America and had purchased an even one cent's worth of public utility securities paying 5 per cent interest and had left principal and interest untouched to compound, her heirs would now have the respectable fortune of \$4,944,019.71 to their credit.

THE JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Act of October 3, 1917, Section 1103. Authorized on August 17, 1921.

Published Monthly at 19th and Grand Ave., Des Moines, Iowa.

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - - - Assistant Editor

Address all matter for publication — Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to **C. H. SALMONS**, Editor and Manager JOURNAL, 1124 B. of L. E. Building, Cleveland, Ohio.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to **W. B. PRENTER**, General Secretary and Treasurer B. L. E., 1118 B. of L. E. Building, Cleveland, Ohio. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the **F. G. E.** as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to **W. N. GATES CO.**, Managers Advertising, 409 National City Building, Cleveland, Ohio.

THE HOMESTEAD  PRINTING CO.

DES MOINES, IOWA

SEPTEMBER 1921

Labor Day, 1921

While there has been much accomplished by organized labor in the past to which we may point with pride on this Labor Day, we must not relax our interest and our efforts during the present period of business reconstruction lest we lose some of that which we have already gained. There never was more activity, more co-operation in opposition to labor on the part of organized capital than right now, and it will require all the strength and resourcefulness of union labor to protect its interests against that power, which knows no law but force, no right but might.

The railroad men in particular are today facing the most unscrupulous and most powerful combination of capital ever known. These are not only aggressive in their demands for wage reductions, but are also seeking to make sweeping changes in working conditions in general, trying to tear down all, or nearly all, that organized

labor has built up during the past thirty years.

That is the power we must contend against, that is the prize at stake. There can be no going backward, but to hold our ground all must be alive to the situation, keep our forces intact and not lose sight of the fact that the concern of one is the concern of all. It was upon this principle that our Brotherhood was founded and the principle is as sound today as it ever was, and as it always will be.

As an example to show to what extremes the railroads will go to carry out their own wishes, we have had but to point to the strike on the Atlanta, Birmingham and Atlantic Railroad where the wages of the employees were cut in defiance of law and the ruling of the United States Railroad Labor Board, and the action of the railroad managers was sustained by a judge of the Federal Court.

This is a condition which organized labor is facing today. It has the makers of the laws, as well as many of those who administer them, to contend with. These, working hand in hand with organized capital, make a formidable combination, but a knowledge of this fact should be a spur to greater effort rather than a cause for discouragement, and we have no fear that in the future, as in the recent past, labor will rise to the emergency and succeed in getting at least a fair share of what it produces.

Indications are not encouraging, but, like clouds, they are not here to stay, so it's up to you and I and every man who toils to see that they do not. To do that we must better ourselves. Must make this Labor Day of 1921 mark a period of renewed activity among wage earners.

There is an urgent need of that, for autocracy in industry was never so powerful, never so arrogant or grasping as at present, so it behooves us to strive to hold what we have for the present and pave the way to the long period of prosperity that we believe lies just beyond.

Railroads Insist on Wage Cut

As the JOURNAL goes to press we are informed that in the recent conference at Chicago between the railroad executives and the 'representatives of the "big five" Brotherhoods,

that the railroads declined to annul the demand for the present wage reduction ordered, and give assurance that they would not ask for further wage decreases and the elimination of time and one half for overtime of men in road or switching service.

The railroad representatives said that in justice to the public which was demanding lower traffic rates, together with the present high wages, it was impossible for them to make the concessions asked for, offering as a further reason that the cost of living might become lower in the near future, thus showing that they intend to take advantage of any drop in cost of living that might benefit the wage earners, whether traffic rates or earnings of the railroads were changed or not.

The attitude of the railroads occasions no surprise. It is the same old crowd trying to bolster up with high traffic rates and low wages an industry which as a result of official grafting and private mismanagement generally is in the last stages of decay. There is no ground upon which peaceful and reasonably permanent adjustment of traffic rates or wages can be made with the railroads. They are continually scheming and planning for higher traffic rates, and at the same time denying every request for wage increases of the employees, and their recent reply to the executives in which they intimated that reductions in cost of living would be considered grounds upon which to make demands for further wage decreases proved they do not intend that the employees are going to enjoy any relief if living costs should come down, but must expect to take a wage reduction that will still keep their noses to the grindstone.

It is a question how long the public will stand for the constant contention between the railroads and their employees which has been a source of frequent annoyance and great financial losses, for the recent decision shows nothing in the arrogant attitude of the railroads to give any assurance that the history of the railroads in the past will not be repeated in the future.

The public has been patient because in the past it has been led to believe that the organized wage earners were to blame for high traffic rates, strikes, etc. but recent exposures have changed public opinion on that score, and now

that it is convinced the fault lies with the railroads it would not be surprising to see in the near future a spontaneous public demand that the railroads be taken out of the hands of the private owners by the government and be operated for public service instead of for private gain and private graft.

The decision of the railroads was the result of a two day conference with the representatives of the train service Brotherhoods and marks the first move in the game which will not end until it is ended with the fixing of fair traffic rates for the public and fair wages for the employees.

Henry Ford, the Apostle of Efficiency

When Henry Ford bought the Detroit, Toledo and Ironton Railroad, it was being operated at a loss, although business conditions throughout the country were at that time above normal. After Mr. Ford got control of the D. T. & I. and put his theories on efficiency into operation it showed a profit of \$500,000 in six months, in spite of the fact that the revenue of the road had been reduced by the general business slump.

Mr. Ford's theory is that efficiency of production counts more in the profits of industry than reducing wages. He evidently knows that to reduce a man's wages you take from him some of the incentive to render good service. The wage reduction, may look all right on paper, and would be all right if the production could be maintained, but if a twenty per cent in wage reduction causes a twenty-five per cent loss in quantity and quality production, wage cutting is not the proper remedy to apply.

When Mr. Ford recently announced a reduction in the price of cars the companies manufacturing parts for his car told their employees that the reduction in the price of Ford cars would mean a cut in their wages, but Mr. Ford put the employees minds at rest on that score by saying he would manufacture the parts himself rather than see a reduction in the wages of those employed in the factories supplying them, and even offered to send experts to show the outside manufacturers how to economize in the manufacture of parts so as to avoid the need of reducing the wages of their employees.

When will the railroads follow the example set by Henry Ford? When will all employers see the fallacy of wage reduction as the only means to stabilize profits in industry?

We are all bound to honor and respect the man who has the nerve and resourcefulness to meet adverse conditions, as Henry Ford did; who when others around him were hoisting signals of distress, and begging for aid from the government, bravely faced the issues and by cutting the prices of his product, and encouraging production by raising the wages of his employees, came through.

We are told that Mr. Ford plans to run his railroad upon the same principle as he has operated his factories, the outstanding features of which are the eight hour day, a minimum wage rate of six dollars per day and no Sunday work. Aside from this we have no definite knowledge of his railroad policy.

What is needed in this country today is fewer Gary's and more Ford's. Fewer advocates of low wages and more apostles of efficiency, like Henry Ford.

Financial Collapse of the M. & N. A. Railroad

On Sunday, July 31st, the M. & N. A. Railroad quit doing business for want of money. This was predicted by those familiar with the policy of the former receiver and general manager, C. A. Phelan, who had exhausted every financial resource of the company in his efforts to defeat his employees who went out on strike in protest against a reduction of wages which was made in defiance of the Transportation Act.

It is suspected, however that the wrecking of the property through the means of a strike was merely the carrying out of a plan to have some trunk line gobble it up. The reason given by the receiver of the road for its failure to operate was interference of the striking employees, but the fact that the courts of Arkansas and Missouri have been unable to produce convictions on that charge is evidence enough to disprove that charge.

The fact is it was the strike breaking crews hired by the receiver that destroyed the railroad as they would destroy any other property within their care. It is one thing to use strike breakers in a stone quarry, but another

thing to use them on a railroad, and every railroad official and workman knows the why of it.

Didn't Know It Was Loaded

The Pennsylvania Railroad Company has been monkeying with the United States Railroad Labor Board, and like the fellow who "didn't know it was loaded" has received quite a surprise, enough at least to threaten to knock its "company union" gally west.

The "Pennsy," represented by Vice President Atterbury, put a chip on its shoulder when it refused to recognize the rules of transportation act which provided for conferences between the railroad's officials and the representatives of the employees, before wage readjustments could be made. Mr. Atterbury declared he would treat his employees in his own way, which he proceeded to do, and appeared to be sailing along at a fair clip when the railroad labor board fired a few shots across his bow. "Cap" Atterbury ignored the challenge, then the board struck his craft, amidships, and that was the beginning of the end of the "Pennsylvania 'Company Union,'" at least it is in such a crippled condition that it will need to go to the dry dock for repairs, and may go out of service completely.

The plain purpose of the Pennsylvania Company "Union" was to confine representation of the employees to those in the service of the company.

That plan, carried to its logical conclusion, would mean the end of organized labor, excepting in the form of company unions, and the "manner" in which the labor board has ripped the Pennsy's plans showed its disfavor of such a policy.

In its criticism of the Pennsylvania plans for dealing with its employees through its company "union" the labor board says the recent election of "employees only" as representatives on the Pennsylvania was unfair and illegal as the transportation act provides that employees may express preference of representatives, nor shall they be restricted to the selection of men employed by the company, but may choose outsiders to represent their interests, just as the railroads do. The board also says "the carrier has no more right to undertake to assume control of the selection of representatives

of the employees than the employees would have to supervise the naming of the representatives of the carrier, for the statute plainly provides that "the employees shall designate and authorize their representatives."

The policy of the Pennsylvania in trying to mislead its employees at this time was criticised by the labor board in the following scathing manner.

"At a time when the nation is slowly and painfully progressing through the conditions of industrial depression, unemployment and unrest consequent upon the war, it is almost treasonable for any employer to stubbornly haggle over non essentials at the risk of social chaos."

This is surely a severe denunciation of the plans and purposes of the Pennsylvania railroad management, and it is the nature of a warning to all employers to be careful, lest in their grasping desire to "cut labor to the bone" they aggravate the present strained relations between the employer and the employee and seriously delay the industrial readjustment needed to permit the wheels of industry to resume their normal speed.

The "Ominous Cloud" of Government Ownership

Reviewing the railroad situation in the United States, the International Chamber of Commerce at a recent conference held in London, England, stated that relief from exorbitant wage demands must be had if government ownership of railroads is to be averted. It also stated that if the next six months can bring a solution to the problem they will dispel one of the most "ominous clouds" that now darken a difficult situation.

You will note that the sole remedy looked for at this time is wage reduction. No suggestion of improved efficiency or economy, or even a cooperation that would eliminate some of the waste of the methods of private operation, and right there is the most hopeful sign that government ownership is the only solution to the railroad problem. Not that it is the only remedy that would bring the desired results, but that it is the only remedy within the power of the public to apply.

During the war we tried government control as an emergency measure. What we found was that the capacity

of our American railroads could be materially increased by a unified system of that kind. That in itself meant economy, the fact that the roads were operated at a loss during that time merely showed that the government was unfortunate in being compelled to leave the actual operation of the lines in the hands of men who were positively opposed to the system, some of whom did everything in their power to make it a financial failure, and it must be admitted with some degree of success.

One can easily believe that the "ominous cloud" of government ownership is a nightmare to the railroad owners, but it will never influence them to change their habits of business to avoid failure. The grafter never lets go while there is graft to get; the incompetent official as a rule is least competent to judge of his own inefficiency, or of those beneath him, so if the railroads are permitted to relieve the present situation by wage cutting, the old grafting and inefficient management will continue.

Wage reducing and traffic rate juggling will afford a temporary relief from the present situation, but it cannot prevent the inevitable collapse of those corporations under the modern methods of private management.

Food for Thought

The Secretary of the American Association of Engineers has written the following letter to Senator A. B. Cummins, author of the Esch-Cummins bill.

"It is well-known that certain crafts, for instance, the shopmen, received two and three hundred per cent increase. Executives and management, and some classes of labor, received a relatively small increase. In the management group is the professional engineer. Upon this group depends efficient and economical operation. Clearly, the highest type of man must be kept in these positions if economies are to be maintained. The railroads must pay for merit on a competitive basis with other business. Capable management is, we all know, the cheapest element in any effective organization. If you advocate reducing professional engineers' salaries, you advocate the opposite in economies from what the public demands. We, therefore ask you to reconsider your statement that a 10 per

cent reduction 'should apply to the whole structure—from the president of the road down and from gasoline up.'"

We heartily agree with the above statement where it says that efficiency of railroad operation is dependent on competent official direction of the workmen, but we can assure the department heads that their compensation will not be measured by their efficiency. They will receive enough to hold them to the job. We hear much of the room at the top in all professions, and there are some who do command liberal salaries because of some special qualifications, but as a rule the salary of the department official is controlled by the law of supply and demand. This condition will always continue so long as the official prefers to depend upon a "prince's favor," for his salary, than upon the support of organization of his fellow craftsmen.

We believe the railroads are making a mistake in reducing the salaries of any railroad employees. The service in general calls for a higher grade of workmen than will be willing to work for a low rate of pay, and the railroads will be the loser if the men are forced to accept a reduction, for there is a vast difference in the quality and quantity of the work the willing, the contented workman turns out as compared to the one who is neither, but it is still worse when the department heads, those who direct the work of the men, are victims of the same system.

Henry Ford says, the easy way, the lazy way, to get dividends is to cut wages. He says it is a much better way to seek to improve operation. Mr. Ford is no theorist. He has demonstrated the soundness of his judgment in practical affairs to an extent that defies criticism. He knows business well, but he knows human nature better, if possible. He knows that the employer reaps just as he sows. That he gets the best out of the employee only when he pays him a fair wage for his labor. Mr. Ford appreciates the worth of the human element as a factor in production.

That the Secretary of the American Association of Engineers should have to send a protest to Senator Cummins against a reduction of wages of the subordinate officials merely shows that the value of one's services does not determine the rate of pay; that it is not

what you can earn that determines your earnings, but what you can be compelled to accept. The one represents the golden rule of right, the other, the iron rule of might. The former is beautiful in theory but is more beautiful still, in practice, and it should and will bring the best results. The latter is lacking in every moral principle, but in these degenerate days in industry it is thought by the employers of labor to be the only rule that can bring home the bacon.

Wage Reducing a Poor Substitute for Efficient Management

So long as railway financiers are permitted to use the wages of the employees as a compensating lever by which to regulate railroad profits, just that long will there be inefficient railroad management and trouble in the transportation ranks. In the first place the practice kills the very incentive needed to encourage initiative and resourcefulness on the part of those who should make railroad progress, and in the second place it destroys the interest of the employee in the welfare of the company.

Since the cost of transportation is practically fixed by law, there is not the same excuse for wage fluctuations as in some other industries where through competition, or overproduction, the value of the product sold must vary in price. The only excuse for it is that is the most convenient method by which to stabilize profits.

It is a law of nature that all bodies in motion move in the direction of least resistance, so it is up to organized labor to resist the action of the railroads with a stubbornness that will force the railroad managers to adopt other more progressive methods to earn dividends than by wage reductions. Such a reform cannot be brought about by discussion. It is too deep rooted for that. It will require more heroic treatment. It will call for the laying down of the tools of the workmen in a nation wide strike such as was threatened by the organized workers of England when they protested against the government meddling in the war between Poland and Russia, a warning which the government took heed of, and the government of this country can also be made to heed of the voice of organized labor

when it says, we will lay down our tools in protest against a continuation of the railroad policy of making the railroad wage earners carry the whole load of official graft and inefficient railroad management.

Strikes on A. B. & A. and M. & N. A. Railroads Still on

The striking employees on the Atlanta Birmingham and Atlantic and the Missouri and North Arkansas Railroads, are still out. Both these strikes are the result of a violation of Section 301 of the Transportation Act by these companies, a violation of what the leading railroad men and statesmen of the country openly declared was the most constructive piece of railroad legislation ever awarded by an American Congress.

The striking employees merely asked for their legal rights which were denied them, and the owners of those roads are wrecking them to the immediate loss of the employees and the detriment of the interests of thousands of people along the line of those roads who are not only discommoded, but suffering severe financial losses as a result of the strike.

But whatever the result, the responsibility rests with the railroads who violated the law.

It is claimed that these roads are operating satisfactorily. We have reason to doubt it, but, however that may be, the fact remains that the regular employees have a just and a legal claim to their former positions, and in the adjustment of the wage question now under consideration, it is only reasonable to expect the question of their reinstatement of the striking employees on the roads names will be given the consideration it deserves.

"The American Plan"

The "American Plan" is the new name given by organized capital to the "open shop." The American plan is to work this way, if it ever does work: In all questions of difference between the employer and the workmen they are to deal with each other without the intervention of any third party.

That is the plan which is said to be based upon "individual rights, personal freedom, and the rights of American citizenship under the Constitution."

One would think, to read some of the utterances of the paid press, that the idea was a late invention, but, bless you, it was tried and worn to a frazzle on the railroads until the Brotherhoods forced it into the discard.

It was that same plan, operating in the early days of railroading, that made the hours of service of train employees unlimited; made the holding of a job about as certain as the weather, and made the men engaged in the work a roving class, whose boast was that wherever they hung their hats was home, to them. Those were the days when railroading was in its infancy, and crude though it was in everything mechanical, its crudest feature was the system of dealing with the employees on the very plan now proposed, the so-called American plan, which provides for direct dealing between the individual employee and the official.

No, no, that plan would not do anywhere now, for it has been buried with the "Dicky Norris" engine, hemp packing, hook motion, wooden brake shoes, strap rails, stub switches, diamond stacks and other railroad features of the distant past not to be resurrected this side of the Judgment Day.

The Plumb Plan

The Plumb Plan provides for rail service without profit to anyone but the producers and the consumers, both of which would profit immensely by such a plan.

It also provides for the employee to share in the success of the plan in a way to encourage interest and improve quality and quantity production in rail service.

The Automatic Connector an Economic as Well as a Safety Device

There is a growing tendency among men thoroughly familiar with the management of railroads that some sort of unified control is needed to make it possible to utilize the present railroad facilities of the country, a way to render the service it is really capable of, but which it so woefully fails to render under the present method of operation. There is no other way to solve the transportation problem. It is not a question of traffic rates or wages so much as economical and efficient management. We

have outgrown the old-fashioned system of individual railroads.

Years ago it was found that the traffic demands of the country demanded a national interchange of cars, and this was effected, with good results. So it naturally follows that if an interchange of cars has proven such a benefit, the same principle should be applied to the power, the trackage, the buildings and all other equipment relating to railroading.

The policy of the unified control and complete interchange of all railroad facilities is a progressive one. The interchange of cars hastened the general application of air brakes, patent couplers and other modern appliances to freight cars, yet that was only a step in the right direction, but that the principle was correct is borne out by the results, for if each road restricted itself to using its own cars only, the cost of interchange traffic between the various roads would be prohibitive.

There are certain stages in the development in every industry where certain departures from long-established custom must be made to meet conditions successfully, and we have reached that stage in railroading. One of the most trying problems of the present day is the successful handling of the large modern train units, the 100-car train, which though a success in theory is a decided failure in practice, for several reasons, chief among which is the failure of the air brake as at present constructed to meet the demand the 100-car train places upon it. Its principal fault is right in the hose connections between cars. The present hose couplings are as much, and even more, out of date than were the stub switches and link-and-pin draft couplings when they were discarded, but nothing so much delays the adoption of the automatic connector for air and steam couplings as the present system of individual control of railroad lines.

Aside from the greater safety of train operation the automatic coupler will afford, which in itself is an important feature, there is a great and positive economy in favor of its adoption as well, and these together represent a combination which must soon be taken advantage of if our railroads are to function satisfactorily and with reasonable expense,

neither of which they are doing at the present time.

A man well up in railroad affairs made the public statement recently that one of the weakest links in railroad management was a want of proper system of accounting. They have been unable to progress consistently for a lack of definite knowledge of where the waste and leakage existed and for want of that they have resorted to the old methods of higher rates and lower wages, while the waste and the leaks continue. Yes, the cost of operation is growing with the increase in length of trains, and chiefly from the fact that the trains have outgrown the capacity of the air brake as at present constructed.

This is no late discovery. It is generally known by all railroad officials, and admitted by many, who also concede that the solution of the problem of successful operation of long trains lies largely in the general adoption of the "automatic connector."

The Plumb Plan

The Plumb Plan provides for rail service without profit to anyone but the producers and the consumers, both of which would profit immensely by such a plan.

It also provides for the employee to share in the success of the plan in a way to encourage interest and improve quality and quantity production in rail service.

Dispensers of the Law at Fault

When the fight promoters had announced their intention to conduct a prize fight in Jersey City, application was made to the court for an injunction on the grounds that the proposed prize fight was a violation of the criminal act in the state of New Jersey. The court declined to issue this injunction, giving as a reason that it had no jurisdiction since a proposed violation of the law did not constitute an actual violation.

In view of this action of the court does it not look a bit inconsistent that an injunction would be issued, as has been already done in New Jersey, preventing a body of workmen engaging in a strike to protect their interests? In the case of the prize fight promoters they were presumed to be innocent until they had committed an actual vio-

lation of the law, while the striking workmen are adjudged guilty before hand.

It is not disrespect for the law that grows out of such inconsistent applications of it, but a disrespect for the courts, the judges who dispense the law.

Blames German Organized Labor for World War

Sir James H. Thomas, prominent English labor leader and fraternal delegate to the recent Convention of the American Federation of Labor at Denver, while discussing the general labor situation, took occasion to say that organized labor in Germany was to blame for the "World War."

His remarks, while not definite on the subject, suggested a concerted movement on the part of labor such as a strike against the government as was threatened in England would have effectually prevented Germany from going to war. Under the conditions existing in Germany when war was declared, owing to the immense military organization of that country, it is a question whether organized labor could have successfully blocked the plans of the government, but in this country, in the United States, that could be done, and the time is near at hand when it will and should be done in every country on the globe.

A first step would be to bring about disarmament, and a reduction of the organized military forces of all the nations, after which labor, the producing class, the backbone of industry and government, would have a voice in preserving peace at home, and, through its organized international relations, the peace of the world.

Then it could be truly said that we might "beat our swords into ploughshares" and that we had at last established a real Brotherhood of mankind.

Statement by Senator Cummins in 1919 Applies Today

In 1919, Senator Cummins, of Iowa, told the legislature of his state that he considered providing the public with good roads and adequate means of transportation, railroads included, was as much a function of government as to provide proper laws and courts and police protection, and it was not only

its duty to see that the facilities were adequate but that the service could be had at a reasonable cost.

What the Senator said in 1919 is just as true today. There are more people subscribing to that belief as time passes. The railroads are slow to concede that much, but the evidence is unmistakable that the government is gradually adjusting itself to assume more and more control of the railroads than before, and under the constantly growing pressure of circumstances incident to our wonderful national development it is not too much to predict that government control of rail transportation will ere long be absolute.

Government ownership is no longer a question of politics, or policy, or profit even, but a necessity that is the logical result of evolution, for though it may be somewhat delayed by those whose interests may be adversely affected by the change, it is coming just as other great changes have come when world's progress called for them.

Where Are the Reforms?

We have been looking for some of the boasted reforms in locomotive management the railroads promised would take place during the reconstruction period following the return of the railroads to private control. There has been some recent attempts made in that direction, but these seem to be along the same old lines which have marked the course of management in the motive power department for the past generation. We have seen the chain-gang system for enginemen that put an end to regularly paired crews on some roads and an end to good train work at the same time; we saw the oil supply cut to a point where the machinery suffered from excessive wear; the engineers from excessive worry, and the company from excessive consumption of fuel. We saw tonnage rating boosted until it was a grim joke upon the train crews, who, seeing the impossibility of getting over the road in less than two days, were governed in their work accordingly, the result of which was slow train movement and general waste of time and fuel and everything else that goes to make up the expense of indifferent locomotive and train operation.

The lessons of experience went for naught, it seems, for instead of ironing out some of the old wrinkles of the system, more are being added, the latest being that of providing for men to oil the engines around at the terminals before starting on the trip. The engineer being required to report for duty only in time to leave on the call.

That sure is a wonderful invention. It must be conceded at first glance to be most convenient for the engineer, as the meanest half hour of a trip is that spent in getting a pooled engine ready, but could there be any system invented that would cause more trouble for the engineers on roads where the power is not kept up? Nor is it a proper arrangement under any conditions.

It was bad enough when the engineer had to read the work report and inspect his engine hurriedly before leaving, to see if the work was done, but with no chance for inspection, or even oiling, as at present, nothing to do but hop on, pull her out and leave town on the signal, one can imagine what the engineer is likely to be up against now and then, if not oftener.

These terminal oilers and preparatory inspectors are, at the present time at least, locomotive engineers themselves, but a little later the same mind that conceived this plan will go a little further in the same direction and we will see cheaper men preparing engines for going out, men who are not engineers, and that will mean reduced efficiency, and the more complete control of the local officials over those oilers, this preparatory force, will still further complicate the situation and produce results that are anything but good.

If this is in line with progress we fail to see the point. It may save a little in the cost of preparatory time for the men who are to take the engines out, but it will leave the terminal officials free to send out power in any condition they may find it convenient to send it, and that will be decidedly poor when the pressure of urgent demand for power and a restricted allowance of money for upkeep are working together, at which time the engineer, having only to whistle off and pull

out, with nothing but hope and a prayer to start with, will frequently lose time and maybe a few rods or even wheels that he will have some trouble proving he was not to blame for, and this will all tend to lower his standing with the transportation department, as well as with the men he is working with, until his stock, which is already below par, will get down close to zero.

The engineer was surely handicapped when he had a chance of seeing if the old mill had most of its essential parts before he "left town," but now, since being denied that privilege, he is like a man in a boat shoved out to sea minus either an oar or a rudder, whenever the inspectors think it will suit the wishes of the terminal officials to do so, and he will have his hands and even his arms full trying to prove to a prejudiced court that he was not wholly to blame for anything that may result.

We are reading much in the public press of late about the wonderful progress in efficiency being made by the railroads, but any road that tries to reduce the range of operation of the engineer to that of a mere starter and stopper will get just about that kind of service from them, and the mite that is saved in the preparatory time will look like 30 cents when compared to that which is lost as a direct result of the operation of such a system.

New Laws of B. L. E. Pension Association

Under the new Pension Laws, any member of the Brotherhood of Locomotive Engineers in good standing, who is under fifty years of age, is eligible to membership in the Pension Association if he makes application to join on or before the 31st of December, 1921. Failing to make application before December 31, 1921, he will forfeit all right to membership in the Pension Association.

The new laws also provide that any member joining the B. L. E. after July 1st, 1921, must make application to join the Pension Association within one year from the date of his initiation. Failing to do this he forfeits all right to become a member of the Pension Association.

LINKS

Fifth Sunday Meeting Develops Interesting Plans

PENSION CHANGES—B. OF L. E. AUXILIARY STARTS FUND TO BUILD BIG HOME IN ALTOONA

Brought to Altoona Saturday and yesterday from all points of the Pennsylvania system, lines east of Pittsburgh in the State of Pennsylvania and from other parts of the system representative of eight States and the District of Columbia, members of the Brotherhood of Locomotive Engineers, their wives and members of the Grand International Auxiliary to the number of 0 enjoyed the hospitality of the city on the occasion of the fifth Sunday meeting joined in by the two organizations.

Featured by a delightful automobile trip to Loretto for the benefit of the visiting ladies, yesterday morning, by a basket picnic at Lakemont park Saturday at which the visiting engineers and their ladies were the guests of the members of local Divisions 287, 730 and 787, B. of L. E., and Divisions 64 and 501, G. I. A., and business sessions of unusual importance, the meeting will be recorded in the annals of the fifth Sunday gatherings as socially and fraternally notable. In the words of the Philadelphia representatives, "Altoona knows how to entertain," the course of events on these two days proving this fact without a doubt.

The initial business session of the B. of L. E. opened in P. O. S. of A. hall at 9:30, with J. E. Lewis, chief engineer of Division 787, presiding, and W. A. Hemphill of Division 287, acting secretary. Addresses were made by Assistant Grand Chief Engineer L. G. Griffing, of Cleveland, who spoke on current topics of the day in their relation to railroad-ing and the need of industrial co-operation; William Park, of Sunbury, general chairman of the Pennsylvania Lines East, inspected the members and presented the provisions of the new regulations which went into effect at midnight last night. He answered many questions relative to the subject put by the members. He was followed by W. E. Orr, of Bangor, Me., special organizer of the B. of L. E., who spoke on insurance, indemnity, sick and accident benefits and the advantages of the B. of

L. E. bank and the system used. The meeting adjourned at 12:45, at which time the members dispersed for the dinner hour. They were joined by the ladies, who had returned from the automobile trip, the crowd scattering to the various hotels.

At the picnic at Lakemont park the entire resort was turned over to the visitors, to whom the fact that everything from dancing to eating was free as air, was particularly a matter of appreciation. Judge Thomas Baldrige welcomed the visitors in behalf of the people of Blair county.

D. G. Myers, local chairman of Division 287, presided at the joint session of the B. of L. E. and the auxiliary which convened at 2 o'clock, and at which 34 divisions of the Brotherhood were represented, 26 of the auxiliary, eight States and the district of Columbia.

Mrs. E. Heinerwald of Philadelphia, formerly grand chaplain, was introduced in her official capacity of grand vice president, to which she had been recently appointed. Mrs. Heinerwald entertained with a delightful humorous speech, distinctive of her pleasantest platform efforts. She also referred to the benefits derived from insurance and commended the fifth Sunday meetings in general. After several addresses by visiting members the meeting adjourned, when each organization met in secret session.

At the Brotherhood session the following resolution was passed:

"Owing to the hazardous calling and increasing responsibility and hard life of the engineers, added to from time to time,

"Be it resolved, that we go on record in suggesting that we secure the voluntary aid of the Pennsylvania Railroad Company that retirement age on pension be made 60 years instead of 55, it being understood that we are willing to contribute an amount for the purpose.

"Be it further resolved, That we suggest the insertion of a clause in the proposed pension regulation to pension an engineman that is permanently disabled from pursuing his calling."

Unanimous thanks were tendered to the local divisions for their courtesy, generous hospitality and enjoyable entertainment.

The secret meeting of the auxiliary

was called to order by Grand Vice President Mrs. Heinerwald. After the usual business routine and contribution in charity drill, a drill was held for the purpose of raising a sum of money to be used for the nucleus of a fund for the erection of a B. of L. E. building in Altoona in the near future, the action being initiated by the Philadelphia delegation out of appreciation for the assistance rendered by local members in promoting a fund for the same purpose in Philadelphia. The ladies also passed a vote of thanks and hospitality for the splendid treatment and hospitality tendered to the visiting members.

The speeches were so interesting that Judge Balridge remained the entire session and stated he had learned more relative to labor conditions than he ever had any knowledge of.

The day was a most pleasant one, everyone enjoying themselves by dancing, boating and visiting the various amusements, while the children surely enjoyed the large playgrounds and many interesting amusements there. Not only did the young enjoy them, but many of the adults as well, including the mother of Brother W. J. Murphy of Division 325, who traveled from Pitcairn, Pa., to enjoy the picnic. Mrs. Murphy is 84 years young. Her husband was one of the men who helped grade the Pennsylvania Railroad while in construction.

The sisters of Divisions 64 and 501 took sufficient food to the park to feed all the visitors. Everything was free, including dancing, music, etc.

Pittsburgh was selected for the next Fifth Sunday meeting, October 30, 1921, and needless to say the committee are busy preparing for same, as every Fifth Sunday meeting becomes more interesting and beneficial in many ways.

At this meeting there were 34 divisions of the B. of L. E. and 23 divisions of the G. I. A., representing eight States and the District of Columbia.

Before adjourning a unanimous vote of thanks was given to the committees of Divisions 287, 730, 787, B. of L. E., and G. I. A., Divisions 64 and 501 for their hospitality.

A. E. McCONNELL,
Chm. Fifty Sunday Meeting.

Important Notice

The JOURNAL is in receipt of a letter dated August 3d from Brother H. E. Wills, National Legislative Representa-

tive, stating that sometime within the next sixty or ninety days there will be examinations held by the Civil Service Commission in different parts of the country for the positions of Federal Locomotive and Boiler Inspectors, and possibly for Safety Appliance Inspectors also. More definite information will be given later, this advance notice being made to give those who wish to take the examinations as much time to prepare as possible.

The logical men for these positions are locomotive engineers, as their duties bring them in familiar contact with all railroad mechanics, thus affording them a practical working knowledge, which is essential to the making of competent inspectors.

We would suggest that those who wish to take the examination send fifteen cents to the Superintendent of Documents, Washington, D. C., for book containing "Laws, Rules and Instructions for Inspection and Testing of Locomotives." This book will prove a great help to them.

EDITOR.

Labor Banks

Organized labor has been experimenting, and successfully, with the establishment of banks. The members have reasoned they provide an enormous aggregate of deposits for banks and these banks, or some of them, use this same money to finance employers that war against organized labor. So—labor banks.

Organized labor has also been thinking about insurance companies. Some insurance companies, it is reasoned, also support with their funds the employers' end of the war when labor war occurs.

Organized labor has got this far with the insurance companies:

President Haley Fiske of the Metropolitan Life Insurance Company, writing to President Smith of the New York Central, said:

"We think the present truculent attitude of some railroad administrations toward the operatives and the unions a great mistake, which may lead to disaster."

The Metropolitan holds a lot of railroad securities. It might have used the language of life insurance and have told labor this: "We are not interested.

You have a non-participating policy." But it didn't.

The following resolution has been introduced for the consideration of the officers and delegates of the thirteenth biennial and twenty-third regular session of the Grand Division:

Whereas, There is a need for closer co-operation between members of our organization in financial matters as well as organization matters, and

Whereas, A great many of our members are located at small stations and places where they do not have access to banks or other financial institutions; therefore, be it

Resolved, That the President, Grand Secretary and Treasurer, together with the Board of Directors, be delegated and authorized to investigate and determine the most favorable method of instituting a National Co-operative Bank, similar in scope to the one now operated by the Brotherhood of Locomotive Engineers in Cleveland, Ohio, and to institute said bank in the headquarters city of the Order of Railroad Telegraphers, capitalized in an amount designated by the above named committee and to provide that the stock thereof be held entirely, unless contrary to law, by the Order of Railroad Telegraphers as such and the members thereof, with at least fifty-one (51) per cent of said stock at all times in control of the organization.—*The Railroad Telegrapher*.

Corrections

On page 566, July JOURNAL, Brother C. C. Wallace, delegate from Division 546, is credited with the statement that he was asked a question by the vice president of railroad with reference to the depreciation of value of stock of the Baldwin Locomotive Works.

This is an error. Brother Wallace assures us that he is not now, nor has he ever hobnobbed with vice presidents of railroads, and we are more than willing to take his word for it and make the correction.

On page 590, July JOURNAL, the answer to a question, "Is there an automatic straight air brake," says, "There is a new type of air brake on the market known as the automatic straight air brake, which, so far as is known to the writer, is not in use on any steam road." This was intended to read, not adopted by any steam railroad for general use.

Bro. Chas. H. Hogan Visits Grand Office

Brother Charles Hogan, the same "Charley" Hogan whose name was so closely linked with the famous old New York Central locomotive, the 999, paid a visit to the Grand Office recently.

Brother Hogan's performance with the 999, when in 1893 he hauled the Empire State Express at a speed of 112 miles per hour, is still the world's record. We have made many great strides in locomotive development since Brother Hogan made his wonderful run, but have never been able to even approach the high mark he set.

We are unable to account for it, but will say that there was present on that occasion a certain combination of factors essential to such a notable performance, not the least, of which was our veteran Brother "Charley" Hogan.

JASON KELLEY.

The Plumb Plan

The Plumb Plan provides for rail service without profit to anyone but the producers and the consumers, both of which would profit immensely by such a plan.

It also provides for the employee to share in the success of the plan in a way to encourage interest and improve quality and quantity production in rail service.

Marvello

The above is the name of what is called a "clear vision" cloth. The cloth is treated in some manner so that when it is used to wipe off a steamed window or one dimmed by rain, the vision is made much clearer. This is what Mr. White, the agent of the Marvello and Sales Manufacturing Company, says.

Mr. White supplied each delegate at the convention with sample cloths and in justice to the company the JOURNAL will publish any testimonials the members may please to send in showing the merit of the cloth on locomotive cab windows, wind shields, etc.

EDITOR.

Clement F. Street, formerly vice-president of the Locomotive Stoker Company, has opened an office in the Smith building, Greenwich, Conn., for the purpose of placing on the market the Street locomotive starter for application to locomotive trailer trucks and tenders.

INSURANCE



C. E. RICHARDS,
Gen'l Sec. and Treas. B. L. E. Insurance.

B. L. E. Accident Insurance

By C. E. RICHARDS

General Secretary and Treasurer

A word to the wise is sufficient, but there are some who need more than a word, they need evidence, and we are giving them that evidence when we say that we have satisfied fifteen hundred and thirty-one claimants for accident insurance benefits in the United States and Canada during the past year.

This will give you an idea of the large number who have profited by holding a B. L. E. Accident Insurance Contract, and at the same time should cause you to take the lesson home to yourself, for you may be next. Think of the increasing dangers of accident that we are all exposed to, not only at work but on the streets and, in fact, everywhere, and then the need of accident insurance will suggest itself to you and you can get none that is as liberal, both in its cost to you and in the benefits you receive, as your own B. L. E. Accident Insurance. Have you had an accident insurance contract or not? If not, ask your-

self why not? and see if you can answer your own question satisfactorily.

The low cost of this insurance should appeal to all our members. You should all have this protection. If you are fortunate enough to escape injury you can well afford to pay the cost of it, and if misfortune overtakes you, as it is liable to when least expected, then you are fortunate if you have one of our B. L. E. Accident Contracts, the benefits from which will not only maintain your current expenses during your enforced idleness, but will be a source of cheer and comfort that in itself will be worth the cost. The officers of your association recommended to our last convention that the rate of premium, that is, the cost of our accident insurance, be reduced 20 per cent. This was done and we now have rates that are so much lower than those of any insurance company that there is no comparison.

Following are the reduced rates:

| Principal Sum | Weekly Indemnity | Annual Premium | Quarterly Premium | Cost Per Day |
|---------------|------------------|----------------|-------------------|--------------|
| \$1,000 | \$ 5.00 | \$ 9.60 | \$ 2.40 | \$0.02 |
| 1,000 | 7.50 | 13.00 | 3.25 | .03 |
| 1,000 | 10.00 | 16.60 | 4.15 | .04 |
| 1,000 | 12.50 | 19.80 | 4.95 | .05 |
| 1,000 | 15.00 | 21.20 | 5.30 | .06 |
| 1,000 | 20.00 | 29.60 | 7.40 | .08 |
| 1,000 | 30.00 | 41.60 | 10.40 | .12 |
| 1,500 | 7.50 | 14.40 | 3.60 | .04 |
| 1,500 | 10.00 | 17.80 | 4.45 | .05 |
| 1,500 | 12.50 | 21.20 | 5.30 | .06 |
| 1,500 | 15.00 | 24.40 | 6.10 | .07 |
| 1,500 | 20.00 | 31.00 | 7.75 | .08 |
| 1,500 | 30.00 | 43.00 | 10.75 | .12 |
| 2,000 | 10.00 | 19.20 | 4.80 | .05 |
| 2,000 | 12.50 | 22.60 | 5.65 | .06 |
| 2,000 | 15.00 | 26.00 | 6.50 | .07 |
| 2,000 | 20.00 | 32.60 | 8.15 | .10 |
| 2,000 | 30.00 | 44.60 | 11.15 | .12 |

WEEKLY INDEMNITY ONLY

| | | | |
|-------|-------|------|-----|
| 5.00 | 6.20 | 1.55 | .02 |
| 7.50 | 9.20 | 2.30 | .03 |
| 10.00 | 12.00 | 3.00 | .03 |
| 12.50 | 15.00 | 3.75 | .04 |
| 15.00 | 18.00 | 4.50 | .05 |
| 20.00 | 24.00 | 6.00 | .07 |
| 30.00 | 36.00 | 9.00 | .10 |

Just compare the figures on the table above with those of any old-line company and note the difference, and that same difference holds good in the promptness of payment, as well as in the general adjustment of every claim.

C. E. RICHARDS,
Gen'l Sec'y-Treas.,
B. L. E. Insurance.

Our B. L. E. "Annuity Fund"

No doubt there are many of our members who do not know that our B. L. E. Insurance Association has what is known as the "Annuity Fund." This fund is created for members who desire to take advantage of the last paragraph of Section 1, Page 124 of the Insurance Association, which provides that in the event of their death their beneficiaries may receive their insurance in small sums instead of all at one time.

We have seen many cases where the widow has received the husband's insurance in a lump sum, and not being accustomed to handling money, either wasted it in extravagant buying or was beat out of it by some of the many sharks who are ever on the alert for an easy mark.

The "Annuity Fund" was arranged to prevent this and it has proven to be an invaluable protection against pitfalls in the path of the inexperienced and unwary.

A large sum of money in the case of a woman not accustomed to handling money is in the nature of a burden, but it is a source of comfort to her to have an income of say \$25.00 per month, and to know that it will last long enough to help materially in raising her family until they can be of assistance to her. The income from a \$3,000 policy, divided into monthly payments of \$25.00 per month, will last 120 months, or ten years. With payments of \$50.00 per month it will last sixty months, or five years, while if received in a lump sum it might not last one-half that time. We have known instances where it was gone in less than two years, and in extreme cases where the widow was swindled out of it all in a short time by some crooked investment scheme or other confidence game.

So it is well the brothers should know of this "Annuity Fund," for it should be a source of satisfaction to know that when they die the payment of their insurance will be so taken care of that their beneficiaries will get the greatest benefit from it and be absolutely protected against a complete loss under any conditions.

Brothers, the "Annuity Fund" enables you to put SURE into your insurance. Keep this in mind and act upon it before it is too late. Bear in mind also that the money held back by the Insurance Association will not only be safe, but

will be invested where it will earn the most interest possible, and your beneficiaries will receive the benefit of the earning power all the time it is so held, without any cost whatever.

Now, brothers, stop and think over this for a minute and see if it will not come to you that you have overlooked something. See if you cannot convince yourself that it would be wise to take advantage of the plan the annuity fund offers so as to make your insurance go as far as is possible, so it will do the greatest possible good, consistent with the amount it represents, and, by the way, let me also remind you that a serious consideration of the question may awaken you to the further fact that you can and should increase the amount of your insurance so that it may be really worth while to those to whom it may be the only protection against absolute want when you are no longer able to bring home the monthly pay check.

J. D. WHITE, Div. 649.

New Laws of B. L. E. Pension Association

Under the new pension laws, any member of the Brotherhood of Locomotive Engineers in good standing, who is under fifty years of age, is eligible to membership in the Pension Association if he makes application to join on or before the 31st of December, 1921. Failing to make application before December 31, 1921, he will forfeit all right to membership in the Pension Association.

The new laws also provide for any member joining the B. L. E. after July 1st, 1921, must make application to join the Pension Association within one year from the date of his initiation. Failing to do so he forfeits all right to become a member of the Pension Association.

Enginemen Want Motor Car Racers to Go Slower

Enginemen of the Southern Pacific Company, whose nerves are shaken by reckless automobile drivers who race the trains to crossings, are attempting to have a law passed by the Oregon legislature, it is reported, that will compel motorists to exercise some precaution for their own protection. Their desires are presented in a letter received by Governor Olcott.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 717-720

SERIES T

Office of Association, Room 1136, B. of L. E. Bldg.
CLEVELAND, OHIO, September 1, 1931.

To the Division Secretaries L. E. M. L. and A. I. A.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500; \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 135, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid.

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Amt. of Ins. | To Whom Payable |
|--------------|--------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|--------------------------|
| 636 | Dan I Fitzpatrick | 52 | 622 | Oct. 22, 1903 | June 22, 1921 | Nephritis | \$1500 | Julia Fitzpatrick, w. |
| 637 | Henry M. Emerson | 24 | 210 | Mar. 9, 1919 | July 5, 1921 | Killed | 4500 | Henrietta I. Emerson, w. |
| 638 | Mark A. Lea | 58 | 214 | June 8, 1891 | July 7, 1921 | Valvular heart disease | 1500 | Nora E. Lea, w. |
| 639 | Thos. J. Enslay | 69 | 290 | Aug. 1, 1897 | Mar. 27, 1920 | Blind left eye | 1500 | Self. |
| 640 | O. Tyler | 74 | 3 | Feb. 17, 1882 | July 12, 1921 | Arterio sclerosis | 3000 | Children. |
| 641 | G. H. Karicofe | 58 | 831 | Jan. 27, 1911 | July 6, 1921 | Septicemia | 1500 | Agnes Karicofe, w. |
| 642 | S. C. Boganwright | 59 | 186 | Feb. 26, 1899 | June 28, 1921 | Nephritis | 1500 | Brother and Sister |
| 643 | A. G. Boon | 66 | 498 | Aug. 13, 1891 | July 8, 1921 | Apoplexy | 3000 | Mattie Boon, w. |
| 644 | H. F. Bowers | 53 | 100 | Oct. 2, 1908 | June 23, 1921 | Cerebral hemorrhage | 3000 | Belle Bowers, w. |
| 645 | W. Fillingim | 50 | 72 | July 1, 1900 | July 17, 1921 | General paralysis | 3000 | Polly Fillingim, w. |
| 646 | Wm. E. George | 55 | 44 | Sept. 14, 1895 | July 13, 1921 | Killed | 3000 | Daissy L. George, w. |
| 647 | W. F. Bohlman | 49 | 566 | June 18, 1912 | July 8, 1921 | Murdered | 3000 | Mary B. Bohlman, w. |
| 648 | G. W. H. Foster | 41 | 593 | July 3, 1913 | July 10, 1921 | Killed | 1500 | Thursa V. Foster, w. |
| 649 | A. G. Laughlin | 54 | 287 | Aug. 15, 1891 | July 17, 1921 | Apoplexy | 1500 | Annie E. Laughlin, w. |
| 650 | W. F. Sheedy | 29 | 88 | Dec. 4, 1920 | July 18, 1921 | Drowned | 1500 | David F. Sheedy, F. |
| 651 | W. A. Holts | 63 | 473 | Oct. 11, 1899 | July 3, 1921 | Hernia | 3000 | Cynthia E. Holts, w. |
| 652 | Wm. Bache | 70 | 169 | Feb. 10, 1887 | July 20, 1921 | Paralysis agitans | 4500 | Jennie A. Bache, w. |
| 653 | Christ Conraths | 60 | 683 | Feb. 11, 1906 | July 21, 1921 | Killed | 1500 | Josephine Conraths, w. |
| 654 | Geo. A. Bartlett | 64 | 312 | Oct. 26, 1902 | July 14, 1921 | Carcinoma | 1500 | Margaret Bartlett, w. |
| 655 | C. W. Halbin | 55 | 382 | June 7, 1902 | July 12, 1921 | Tuberculosis | 1500 | Jessie E. Halbin, w. |
| 656 | F. W. Hastings | 41 | 186 | Nov. 21, 1914 | July 16, 1921 | Tuberculosis | 1500 | Harriet Hastings, w. |
| 657 | Jacob F. Bengel | 46 | 100 | May 21, 1905 | July 19, 1921 | Suicide | 1500 | Eva L. Bengel, w. |
| 658 | J. R. Temple | 44 | 265 | April 15, 1905 | May 20, 1921 | Killed | 4500 | Children. |
| 659 | Jas. A. Riley | 38 | 58 | Mar. 6, 1921 | July 22, 1921 | Acute dilat'n of heart | 3000 | Sarah S. Riley, w. |
| 660 | Ben. R. Reichman | 38 | 845 | July 20, 1913 | July 14, 1921 | Heart disease | 1500 | Ida Reichman, w. |
| 661 | W. S. Maybright | 61 | 98 | June 26, 1903 | July 10, 1921 | Paralysis | 1500 | Bertie Holden, d. |
| 662 | Floyd F. Holcomb | 33 | 169 | Sept. 7, 1918 | July 22, 1921 | Killed | 4500 | Ida B. Holcomb, w. |
| 663 | J. E. Ellis | 59 | 179 | Dec. 20, 1890 | July 18, 1921 | Hemorrhage of brain | 3000 | Emma A. Sackett, Aust. |
| 664 | W. A. Metzger | 63 | 851 | April 4, 1881 | July 15, 1921 | Heart Disease | 3000 | Leah Metzger, w. |
| 665 | Jas. M. Harper | 76 | 20 | Feb. 14, 1892 | July 19, 1921 | Nephritis | 1500 | Sarah J. Harper, w. |
| 666 | Chas. Hinton | 54 | 443 | Nov. 26, 1909 | July 4, 1921 | Carcinoma of face | 1500 | Martha Hinton, w. |
| 667 | L. R. Blake | 64 | 420 | April 22, 1894 | July 1, 1921 | Cerebral apoplexy | 1500 | Mary S. Blake, w. |
| 668 | Jas. A. Struthers | 43 | 1 | April 3, 1910 | July 13, 1921 | Heart disease | 3000 | Wife and Sister. |
| 669 | K. C. Barker | 28 | 332 | April 28, 1921 | July 16, 1921 | Killed | 1500 | Lulu Barker, w. |
| 670 | W. L. Drew | 54 | 312 | Sept. 12, 1915 | July 27, 1921 | Killed | 1500 | Bessie E. Drew, w. |
| 671 | Lincoln Neeley | 50 | 425 | Jan. 11, 1906 | July 13, 1921 | Heart disease | 4500 | Muriel Neeley, w. |
| 672 | S. J. Todd | 59 | 116 | June 22, 1906 | July 26, 1921 | Perforation of duodenum | 3000 | Romilla T. Todd, w. |
| 673 | Jas. Dight | 53 | 757 | Oct. 17, 1913 | July 25, 1921 | Killed | 1500 | Margaret Dight, w. |
| 674 | Chas. D. Coolbaugh | 62 | 276 | Feb. 23, 1903 | July 22, 1921 | Killed | 3000 | Villa Coolbaugh, w. |
| 675 | Geo. E. DuBois | 59 | 166 | Jan. 1, 1899 | July 12, 1921 | Left leg amputated | 1500 | Self. |
| 676 | M. J. Kiey | 80 | 47 | Mar. 12, 1894 | July 24, 1921 | Cerebral hemorrhage | 1500 | Mary Kiey, w. |
| 677 | Fred. Fisher | 71 | 30 | Jan. 27, 1899 | July 25, 1921 | Intestinal obstruction | 1500 | Earl A. Fisher, s. |
| 678 | C. E. Davies | 72 | 171 | June 4, 1890 | July 14, 1921 | Cerebral hemorrhage | 3000 | Emma Davies, w. |
| 679 | E. E. Kingston | 39 | 792 | Aug. 22, 1909 | July 27, 1921 | Pneumonia | 2000 | Minnie Kingston, w. |
| 680 | Jacob J. Gleichman | 34 | 276 | Aug. 22, 1920 | July 22, 1921 | Killed | 1500 | Margaret Gleichman, w. |
| 681 | John Higgins | 52 | 496 | June 16, 1918 | July 14, 1921 | Bright's disease | 1500 | Children. |
| 682 | Thos. Farrell | 72 | 330 | Jan. 1, 1887 | June 24, 1921 | Carcinoma | 3000 | Mary Farrell, w. |
| 683 | R. H. Buckner | 47 | 331 | June 8, 1905 | July 26, 1921 | Killed | 3000 | Ivy Buckner, w. |
| 684 | Nela E. Johnson | 40 | 642 | Mar. 27, 1918 | July 26, 1921 | Pulmonary tuberculosis | 1500 | Clara Johnson, w. |
| 685 | Thos. Quinn | 50 | 666 | Dec. 27, 1897 | July 26, 1921 | Carcinoma | 3000 | Mary A. Quinn, w. |
| 686 | D. J. O'Brien | 35 | 174 | June 9, 1911 | July 13, 1921 | Killed | 1500 | Mary O'Brien, m. |
| 687 | J. W. Ritter | 72 | 160 | Aug. 8, 1890 | July 25, 1921 | Cerebral hemorrhage | 1500 | Sarah G. Ritter, d. |
| 688 | A. L. Abbey | 56 | 487 | Aug. 20, 1904 | July 27, 1921 | Apoplexy | 1500 | Catherine Abbey, w. |
| 689 | D. L. Flynn | 59 | 248 | May 8, 1921 | July 31, 1921 | Killed | 3000 | Isabella Flynn, w. |
| 690 | H. S. Robbins | 53 | 66 | Dec. 21, 1902 | July 19, 1921 | Apoplexy | 3000 | Jennie Robbins, w. |
| 691 | Thos. Little | 85 | 618 | Feb. 3, 1874 | June 27, 1921 | Myocarditis | 3000 | Elizabeth Little, w. |
| 692 | G. F. Arnold | 56 | 451 | June 9, 1899 | July 28, 1921 | Chronic nephritis | 1500 | Mary Arnold, w. |
| 693 | Horace G. Twining | 64 | 276 | June 1, 1900 | July 31, 1921 | Arterio sclerosis | 750 | Minnie G. Twining, w. |
| 694 | Wm. H. Sieber | 42 | 10 | Nov. 20, 1920 | July 5, 1921 | Apoplexy | 1500 | Katherine Sieber, w. |

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Amt. of Ins. | To Whom Payable |
|--------------|------------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|--------------------------|
| 695 | Wm. G. Payler..... | 59 | 294 | Mar. 22, 1891 | July 18, 1921 | Heat prostration..... | 3000 | Alice E. Hayden, s. |
| 696 | V. W. Henderson..... | 59 | 108 | Oct. 23, 1891 | May 19, 1921 | Paralysis agitans..... | 1500 | Brother and Sister. |
| 697 | Alfred L. Moody..... | 51 | 813 | Mar. 28, 1906 | July 29, 1921 | Killed..... | 1500 | Mary L. Moody, w. |
| 698 | F. A. Richardson..... | 45 | 785 | Mar. 10, 1912 | July 7, 1921 | Suicide..... | 1500 | Edith P. Richardson, w. |
| 699 | Fred E. Owen..... | 46 | 290 | April 14, 1901 | July 27, 1921 | Angina pectoris..... | 1500 | Katherine P. Owen, w. |
| 700 | Wm. H. Gilbert..... | 63 | 641 | Dec. 3, 1907 | July 25, 1921 | Acute dilat'n of heart | 1500 | Wife and Son. |
| 701 | C. F. Neeter..... | 62 | 459 | Aug. 12, 1895 | July 31, 1921 | Cerebral apoplexy..... | 3000 | Emma A. Neeter, w. |
| 702 | H. E. Childers..... | 54 | 823 | Oct. 17, 1901 | July 31, 1921 | Paralysis..... | 4500 | Jessie M. Childers, w. |
| 703 | E. J. Gotschall..... | 48 | 290 | April 17, 1904 | July 4, 1921 | Cerebral tumor..... | 3000 | Florence O.J. Brown, d. |
| 704 | Thos. F. Gleason..... | 49 | 298 | Aug. 3, 1897 | June 24, 1921 | Heart disease..... | 3000 | Cecilia Gleason, w. |
| 705 | Sam Kelley..... | 38 | 562 | July 13, 1913 | July 27, 1921 | Killed..... | 3000 | Ellen Kelley, w. |
| 706 | H. J. Bowman..... | 51 | 78 | July 24, 1906 | July 22, 1921 | Dysentery..... | 1500 | Mother and Wife |
| 707 | Bernard Jenkins..... | 38 | 190 | Mar. 12, 1918 | Aug. 2, 1921 | Paresis..... | 4500 | Jessie Jenkins, w. |
| 708 | G. T. Castleberry..... | 59 | 409 | Aug. 19, 1899 | Aug. 3, 1921 | Killed..... | 3000 | Mary Castleberry, w. |
| 709 | R. H. Smith..... | 55 | 40 | Jan. 25, 1902 | July 21, 1921 | Killed..... | 750 | Mabel M. Smith, w. |
| 710 | J. J. Tallman..... | 29 | 55 | May 29, 1918 | July 4, 1921 | Ulcer duodenum..... | 1500 | Sylvia Tallman, w. |
| 711 | John Broomwick..... | 65 | 662 | Feb. 22, 1888 | July 11, 1921 | Myocarditis..... | 4500 | Oma Broomwick, w. |
| 712 | W. M. Pegg..... | 58 | 485 | Sept. 13, 1901 | July 11, 1921 | Operation for mastoid. | 3000 | Alice Pegg, w. & child'n |
| 713 | E. H. Smith..... | 54 | 171 | Mar. 25, 1891 | July 18, 1921 | Diabetes..... | 4500 | Carrie B. Smith, w. |
| 714 | E. A. Woods..... | 73 | 159 | Nov. 28, 1881 | July 20, 1921 | Apoplexy..... | 3000 | Sue Woods, w. |
| 715 | Michael Flanigan..... | 54 | 695 | Dec. 23, 1896 | July 26, 1921 | Ulcer of duodenum..... | 3000 | Ella Flanigan, w. |
| 716 | Robert Stine..... | 54 | 707 | Jan. 21, 1907 | Aug. 1, 1921 | Cerebral hemorrhage..... | 3000 | Hattie Stine, w. |
| 717 | J. C. Ayers..... | 61 | 36 | Feb. 2, 1884 | Aug. 6, 1921 | General Paresis..... | 3000 | Louella Ayers, w. |
| 718 | Philip D. Brown..... | 42 | 425 | Oct. 14, 1904 | Aug. 7, 1921 | Acute myocarditis..... | 1500 | Minnie C. Brown, w. |
| 719 | J. H. Bond..... | 46 | 93 | Mar. 5, 1905 | Aug. 7, 1921 | Murdered..... | 4500 | Pearl Bond, w. |
| 720 | Arthur Wheaton..... | 69 | 248 | July 10, 1887 | Aug. 7, 1921 | Paralysis..... | 3000 | Wife and daughter. |

Total number of Death claims.....83 } 85
 Total number of Disability claims.....2 }

Total amount of claims.....\$205,500.00.

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If anyone can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, beneficiary of our late Brother, J. F. Conrad; amount due, \$464.04.
 Mary Agnes Hayes, beneficiary of our late Brother, Wm. E. Hayes; amount due, \$732.00.

James Powers, beneficiary of our late Brother, Michael Powers; amount due, \$136.37.
 Mrs. Laura Thorp, beneficiary of our late Brother, F. B. Reynolds; amount due, \$1500.
 Mrs. J. A. Tanner, beneficiary of our late Brother, H. M. Robinson; amount due, \$1500.
 Jennie Showers, beneficiary of our late Brother, S. E. Ferguson; amount due, \$1436.50.
 John McGinnis, beneficiary of our late Brother, W. J. Kelley; amount due, \$1327.52.
 Henry Hein, beneficiary of our late Brother, John Hein; amount due, \$1481.40.

NOTICE TO INDEMNITY POLICYHOLDERS

The Fourth Quarterly Premium for 1921 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before September 30, 1921. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President

C. E. Richards, Gen'l Sec'y-Treas.

NOTICE TO SICK BENEFIT CERTIFICATE HOLDERS

The Fourth Quarterly Premium for 1921 on your Sick Benefit Insurance is due and payable to your Insurance Secretary on or before September 30, 1921. Failure on your part to pay this Sick Benefit Premium, as provided in Section 23, Page 14 of the New Feature By-Laws, will lapse your certificate and leave you unprotected. Be "on time."

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1867, 1869, 1878, 1879, 1881, 1883, we would like to purchase them.

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

Statement of Membership

For July, 1921.

| | | | | | | |
|---------------------------------------------------------------------------------|--------|---------|---------|---------|---------|---------|
| Classified represents | \$ 750 | \$1,500 | \$2,250 | \$3,000 | \$3,750 | \$4,500 |
| Total membership June 30th..... | 1,273 | 54,211 | 99 | 24,165 | 4 | 5,651 |
| Applications and reinstatements received during the month..... | 1 | 88 | .... | 72 | .... | 22 |
| Total | 1,274 | 54,299 | 99 | 24,237 | 4 | 5,673 |
| From which deduct certificates terminated by death, accident or otherwise | 3 | 206 | 1 | 70 | .... | 19 |
| Total membership July 30th..... | 1,271 | 54,093 | 98 | 24,167 | 4 | 5,654 |
| Grand Total | | | | | | 85,287 |

Financial Statement

Cleveland, Ohio, August 1, 1921.

Mortuary Claim Fund

| | |
|-------------------------------------------------------|---------------------|
| Balance on hand July 1, 1921..... | \$ 702,468.06 |
| Received from assessments Nos. 455-59..... | \$245,327.71 |
| Received from members carried by the Association..... | 23.00 |
| Interest from Bank..... | 2,216.81 |
| | <u>\$247,567.52</u> |
| Total | \$ 950,035.58 |
| Paid in claims..... | <u>226,416.75</u> |
| Balance on hand July 31, 1921..... | \$ 723,618.83 |

Mortuary Expense Fund

| | |
|------------------------------------|--------------------|
| Balance on hand July 1, 1921..... | \$ 102,495.87 |
| Bonds | 13,124.44 |
| Received from fees..... | \$ 243.35 |
| Received from 2% | 5,587.32 |
| Interest from Bank..... | 1,195.89 |
| | <u>\$ 7,017.56</u> |
| Total | \$ 122,637.37 |
| Expense for July..... | <u>4,928.46</u> |
| Balance on hand July 31, 1921..... | \$ 117,708.91 |

Surplus Mortuary Fund

| | |
|------------------------------------|---------------------|
| Balance on hand July 1, 1921..... | \$ 778,822.46 |
| Bonds | 1,549,025.56 |
| Received in July..... | \$ 27,891.70 |
| Interest from Banks..... | 7,307.26 |
| | <u>\$ 35,198.96</u> |
| Balance on hand July 31, 1921..... | \$2,362,607.98 |

Indemnity Claim Fund

| | |
|------------------------------------|---------------------|
| Balance on hand July 1, 1921..... | \$ 172,690.92 |
| Premium received | \$ 81,608.78 |
| Interest from Bank..... | 693.88 |
| | <u>\$ 82,302.16</u> |
| Total | \$ 254,992.09 |
| Paid in claims..... | <u>15,050.04</u> |
| Balance on hand July 31, 1921..... | \$ 239,942.05 |

Indemnity Expense Fund

| | |
|------------------------------------|--------------------|
| Balance on hand July 1, 1921..... | \$ 30,702.09 |
| Received from fees..... | \$ 12.98 |
| Received from 6% | 3,821.50 |
| | <u>\$ 3,834.48</u> |
| Total | \$ 34,536.57 |
| Expense for July..... | <u>1,376.55</u> |
| Balance on hand July 31, 1921..... | \$ 33,160.02 |



Bro. W. B. Prenter Explains Co-operative Banking to Canadians at St. Thomas, Ont.

The wonderful success of the Co-Operative National Bank of the Brotherhood of Locomotive Engineers at Cleveland, which was established in November last year and has increased its cash deposits from \$650,000 on the opening day to \$9,572,000 on August 1st of this year, was carefully explained by William B. Prenter, general secretary-

E. convention when Calvin Lawrence, now legislative representative for the B. of L. E. at Ottawa, was mayor, stated that he had left a busy desk in order to attend the present convention, knowing well the hospitality that he would find. In honor of his visit, Mr. Prenter was presented with a beautiful gold-headed cane by the three B. of L. E. divisions of the city, John Jagoe, chief of M. C. R. Division No. 132, making the presentation and delivering an appropriate address, explaining that having passed the forty-first mark as a member of the organization, they considered Mr. Prenter fully deserving of a "caning."

Mr. Prenter in turn signaled the veteran Hugh Riley, former M. C. R. engineer, out of the crowd, and leading him on to the platform, pinned the forty-year grand lodge service badge on Mr. Riley's coat lapel, informing the crowds that Mr. Riley was one of the few living railroaders who can outdo him for length of period of membership in the B. of L. E., Mr. Riley having been a member of the order for more than 42 years and confessed to 84 years of age. Mr. Prenter expressed hope that Mr. Riley will have at least twenty more years to his credit.

A LESSON FOR CANADA

Mr. Prenter's address was entirely confined to the history of the B. of L. E. Co-Operative Bank and concerning the future activities and developments planned by the officers who are at the present time endeavoring to get the banking laws of the United States amended so as to enable them to open branches all over the continent, and if the government will not permit such to be done in connection with a national bank, he assured his audiences that State banks will be established and Canada will not be overlooked.

From the operation of the B. of L. E. bank Canadian working men can draw a profitable lesson as to the best methods to pursue in fighting the centralized



W. B. PRENTER,
General Secretary and Treasurer, B. L. E. treasurer of the B. of L. E. and vice president and cashier of the bank, in an enlivened address delivered in Pinafore park Wednesday afternoon, in connection with the Brotherhood of Locomotive Firemen and Enginemen's convention festivities. Mr. Prenter, who is well known to St. Thomas railroad men, having visited here during the B. of L.

control of their money on deposit and the prevention of the monied interests from monopolizing the credit system of the country. The prime object of the bank, he explained, was to keep the money of laboring men from Wall Street and to enable farmers and laboring men to get more use of their money when needed. The objective is being accomplished as desired, the speaker declared. Rural credits are being extended the organized farmers in Ohio, North Dakota and several other States, and workmen are being advanced loans for the construction of homes and other purposes. The co-operative bank is rapidly gaining control of the credit system and taking it away from the autocratic powers who have ruled so long. Eventually, he predicted, co-operative banks will be in power, working in the very best interests of all those who labor.

The co-operative banking scheme was first advanced in 1915 at a B. of L. E. grand lodge meeting. Mr. Prenter stated, and the advisory board at that time was appointed to investigate the advisability and feasibility of starting such an institution. The war caused the board to postpone their investigation until 1919, when they went carefully into the matter and reported in favor of the bank. The opening on November 1, 1920, resulted.

The investigation made by the advisory board showed that over 50 per cent of the money on deposit in the country comes from the farmers, Mr. Prenter asserted, and more than 20 per cent from the laboring men of other types. The investigation also showed that only about 14 per cent of the money deposited by the farmers and laboring men had been invested for the benefit of those depositors.

The bank aims to loan the farmers and laboring men a larger percentage of their money than they have been loaned before, and by doing this bring the two elements closer together and make them realize what wonderful things can be accomplished in the lines of high finance by the simple remedy, co-operation.

REACTIONARY BANKERS AWAKENING

Already the effect of the B. of L. E. Co-Operative Bank is in evidence in Cleveland among the other banking institutions, Mr. Prenter stated. Reactionary bankers, who for years had been allowing four per cent interest on de-

posits, computed half-yearly, with no interest allowed if deposits were withdrawn inside of three months, are now computing interest on the quarterly plan. The co-operative bank allows four per cent interest on deposits, computing interest from the day of the deposit, and two per cent interest is also allowed on commercial accounts. He predicted that it will not be long before the other banks will have to follow suit.

Fifty-one per cent of the stock of the co-operative bank is owned by the B. of L. E. order, giving that organization the controlling interest for all time, while the remaining 49 per cent is owned by individual members of the order. The bank is capitalized at \$1,000,000, with \$200,000 reserve fund, and it has been mutually agreed that shareholders can not receive more than ten per cent in dividends at any one time.

Agreements have been made with the Canadian Bank of Commerce, the speaker explained, whereby local persons, desirous of depositing money in the co-operative bank, can do so by simply going to the branch offices of the Canadian Bank of Commerce and instructing the officials to have the amount placed to their credit in the Cleveland institution. All Canadian deposits are being invested in Canadian securities, Mr. Prenter stated, and at the present time there is about \$250,000 in Dominion, Provincial and Canadian municipal bonds in the vault of the Bank of Commerce at Toronto, which represents investments made by the B. of L. E. Co-Operative National Bank. Nearly \$6,350,000 of the cash deposits in the co-operative bank are in the savings department, Mr. Prenter continued, and of this amount less than \$2,000,000 belongs to the B. of L. E. members, evidence that other organizations are realizing the value of the institution and are patronizing it. So far, only about \$10,000 has been deposited by Canadians, he said, but he felt confident that the response will be much greater in the near future, when Canadians see the value of the bank along with their American cousins.

"This co-operative bank is a big undertaking and a big educational campaign is needed to gain the confidence of the people in the ability of the institution. So far we have only scratched the surface, and I feel confident that if I should have the opportunity of speaking to you here next year at this time, I will

be able to tell you that we have twenty million dollars on deposit instead of nine million," asserted the speaker. "We have the honor to be the first institution of the kind in the United States and our charter was the very first granted. We have accomplished more in nine months than any other national bank ever accomplished. We have even exceeded our own expectations."

Mr. Prenter was appropriately introduced by Mayor Brinkman, who tendered the goodwill and welcome of the city as a whole and expressed pride in the fact that St. Thomas was sufficiently attractive to draw such a busy man. —*The St. Thomas (Canada) Times-Journal*.

J. A. H. Hopkins, Chairman Committee of 48, Discusses Rail Situation

Mr. J. A. H. Hopkins, Chairman Committee of 48, while recently discussing the present critical rail situation in the United States, made the following pertinent remarks:

"In discussing the many side issues relative to the railroad problem, we have almost lost sight of the fundamental question involved, which is: Should our arteries of distribution, the only channel through which the necessities of life can reach 110,000,000 people, be owned by them and administered by their government for service at cost, or should they be farmed out to private corporations and operated for individual profit? Until we settle this question it is useless to deal with its many ramifications.

"It is futile to pin our faith to a settlement of the railroad Labor problem, involving only 2 per cent. of our entire population, other than to set aside the many misstatements which have been made to regard to the high wages of railroad employees. Their average wage today as determined by the Railroad Labor Board is \$1,695 per annum, as against the minimum standard of comfort estimated by the Bureau of Applied Economics at \$2,000, which simply means that the Railway Executives, in demanding a drastic reduction, must admit that either they do not wish to pay a living wage or that they cannot pay a living wage and make both ends meet.

"It is likewise inappropriate to depend upon any scheme designed to

protect the interests of the stockholders (aggregating less than 1 per cent. of our population), for their interests are in no wise protected by the guarantee feature of the Esch-Cummins Law, under which the railroads receive 6 per cent. or more on their aggregate valuations. Contrary to popular belief, this has no connection with the dividends paid to stockholders. In the words of the Interstate Commerce Commission: 'This act (Section 15A) provides a return on the aggregate value of the property, * * * and does not refer in any way to the rate of dividend to be paid by the carriers. The rate of dividend is a matter, as it has always been in the past, within the discretion of each individual road.'

"It is equally impractical to discuss statistics tending to demonstrate the efficiency or inefficiency of private compared to public ownership, as indicated by the period of Government control (for the Railroad Executives have themselves admitted that this was not public ownership in any sense of the word), except perhaps to call attention to the following facts:

"(a) That during the period of Government control the deficit averaged only \$336,000,000 per annum as against \$1,500,000,000 per annum, which was estimated in advance by Mr. Alfred Thom, Counsel for the Railroad Executives, as the additional annual income necessary to meet expenses.

"(b) That the deficit for the six months from May to October, 1919, under Government control, averaged less than \$4,000,000 per month, and that before the end of this period the Government was operating the roads at a profit of \$11,000,000 per month; whereas during the first six months after the roads were returned to the private owners the deficit averaged \$105,000,000 per month.

"All these questions are problems which ultimately will have to be considered; but, like the poor, they will always be with us. We must focus our minds clearly upon the fundamental question, viz.: Should our transportation system be publicly owned and operated for service at cost or privately operated for individual profit?

"Even Senator Cummins, the champion of the railway magnates, conceded the necessity of public ownership in his address to the Iowa State Legislature in

there may be no misunderstanding as to my attitude, I desire to say in the beginning that I look upon transportation as a governmental function. I believe that it is just as much a duty of the Government to provide the people with adequate transportation at the lowest cost as it is to provide them with adequate highways, adequate water supply, adequate courts of justice, or adequate police protection. It is clearly recognized by every country in the world that Government ownership and operation of railroads is a proper Government activity.'

"What are the facts?" Originally the waterways were our only channels of distribution. They were owned and are still owned by the people. They were supplemented by the building of our toll roads and highways, which are likewise publicly owned. Only in the case of our railroads was private capital invited to participate. In return for their investment they were given two distinct privileges: First, the rights of way, which it was stipulated should be open to everyone upon equal terms through the payment of fixed tolls; second, land grants, the lands to be used simply for transportation purposes and never to be capitalized.

"What followed?" Once in possession, the railroad companies fixed their own rates for the carrying of goods and passengers and ignored the toll system. They illegally capitalized the lands, and through such capitalization borrowed from the public vast sums, which they have never repaid. They appropriated to themselves property entrusted to their care, forcing from us an abdication of our sovereign rights, which from that day to this they have boldly exploited for their own selfish purposes.

"Through their possession of the vast tracts of land which contained our natural resources, and through the coal operating companies which they developed, they gathered into their possession our fuel supply.

"Through illegal rebates granted to the Oil Trust they speedily developed an oil monopoly, which they also controlled. Through the acquisition of the ore lands, upon which the iron and steel industry is dependent, they built up the Steel Trust.

"Through the immense influx of profits arising from these operations they

established the banking ring, thus controlling our national credit.

"Through this money power they bought control of both the Republican and Democratic parties and dictated their own legislative measures, both state and national.

"Through preferential deliveries, differentials, rebates and other transportation advantages, all growing out of their ownership of the rails, they have gradually acquired a controlling interest in the packing industry, the wool trust, the milling trust and other industrial monopolies.

"This is the situation that we are facing. We can expect no relief from the railroad-owned Republican and Democratic parties. We can effect no adequate solution of our present difficulties so long as the financial control of our economic and political life lies in the hands of a small banking group.

"The Committee of 48 aims to break this control and to restore to our Government the sovereign rights of which they have been deprived through the organization of a new liberal opposition party pledged to this purpose.

"Let us face the facts courageously and cease to delude ourselves with the will-o'-the-wisp cure-alls which, like the proverbial red herring, are constantly being drawn across the trail by the railroad executives."

The committee of Forty-Eight of which Mr. Hopkins is Chairman, is an organization having for its purpose the building of a new non partisan political party, the policy of which is outlined in the following platform.

Platform of Committee of Forty Eight:

"Our purpose is the abolition of privilege, meaning by privilege the unjust economic advantage by possession of which a small group controls our natural resources, transportation, industry and credit, stifles competition, prevents equal opportunity of development for all, and thus dictates the conditions under which we live.

"To accomplish this we advocate:

"Public control of natural resources by taxation of all land values, including land containing coal, oil, natural gas, mineral deposits, large water powers, and large commercial timber tracts, in order to prevent monopoly and specula-

tion, to aid industry, and to force idle lands into use.

"Public ownership of railroads, canals and pipe lines, including all necessary distributing and terminal facilities and all necessary means of communication, in order to give the same service to all users.

"Equal rights, economic, legal and political for all citizens and all civil rights, including free speech, free press and peaceable assembly, as guaranteed by the Constitution."

The aims of the committee of Forty Eight and the foundations upon which they are based, reflects a phase of public sentiment wholly apart from the activity of organized labor which the capitalistic press has branded as being socialistic and even anarchistic. It all shows a rapidly growing belief that under our present political system all sources of wealth and production in the United States are being handed over to powerful organizations of capital thus denying to the people all, or nearly all the rights of citizenship guaranteed by the constitution.

There is one thing certain, that whatever relief will come to the people from the present conditions, must come thru honest legislation, and we can only hope for that when as suggested by Mr. Hopkins, the nation has purged itself of the old political parties. These today, are as much alike in every essential that concerns the industrial and economic development of our country, as peas in a pod, and it seems that with recent experiences fresh in the minds of the people they would welcome and work and vote for a change.

Napoleon—100 Years After

Napoleon Bonaparte died a hundred years ago at St. Helena; but the Napoleonic system did not die with him. Since August 1, 1914, it has cost the world more than 10,000,000 lives, more than \$40,000,000,000 in treasure, and civilization is still reeling under the blow.

France officially observed the centenary of Napoleon's death with services which the government regards as appropriate, indifferent to the fact that it was Napoleonism against which the republic battled for its life during all the

desperate years of the recent war, and that it was Napoleonism from which Europe gained a respite when the armistice was signed November 11, 1918. The last stand of the old guard did not take place at Waterloo. It remains to be seen whether it took place in the Argonne.

Imperial Germany was the product of the Napoleonic system. It was laid on the Napoleonic foundation. Its military establishment was derived from Napoleon. Its civil code was derived from Napoleon. Its theory of the relation of the individual to the government was derived from Napoleon. Its administration was the embodiment of the Napoleonic theory of the state. Its principles of warfare were the Napoleonic principles. Its methods of warfare were the Napoleonic methods. In all its activities, political, military and industrial, the German empire had taken Napoleonism and raised it to the highest power of efficiency.

The one essential question that confronts civilization on this anniversary is whether Napoleonism died with the treaty of Versailles or whether it is as surely destined to a revival as it was when the Allies restored the Bourbons to the throne of France. The answer to that question is more likely to be found in the United States than in Europe. It will be determined largely by the American people.

It was not by accident that President Wilson incorporated into the fourteen points this provision:

"Adequate guarantees given and taken that national armaments will be reduced to the lowest point consistent with domestic safety."

It was not by accident that Lloyd George declared disarmament to be the real test of the League of Nations. It is the supreme test of modern statesmanship. If competitive armament continues, the Napoleonic legend will continue, the essentials of Napoleonic imperialism will continue, and democracy will again find itself fighting for its existence with its back to the wall.

Mr. Harding objects to the Borah amendment to the naval appropriation bill authorizing him to call a conference to restrict naval armament. The president's arguments are various, according to the dispatches. "He does not want his hands tied by congress;" it is "not an auspicious time to initiate action," and he does not wish to be "directed to

negotiate for disarmament before the situation adjusts itself." These are not reasons. They are excuses. With the whole world staggering under an unparalleled burden of taxation and bleeding at every vein from the ghastly wounds of the war, the president is dodging the issue and dodging his own moral responsibility, while his administration drifts further and further toward a pinchback imperialism that has already unsettled the bases on which peace was made.

In the last 125 years civilization has paid a price for Napoleonism which is beyond the possibilities of the human imagination to conceive. It is doomed to go on paying the price because of a statesmanship that is blind and bankrupt.—*New York World*.

A Story of Wilkes Booth

Lincoln's birthday anniversary recalled many stories concerning him. It revived the old romance that John Wilkes Booth did not meet death at the hands of Boston Corbett, but survived several years.

It is interesting to note that if alive today John Wilkes Booth would be 81. He was 26 when he fired the fatal shot. Edwin Booth would be 77. He died in 1893.

A veteran Chicago man, while on a business visit in Cleveland recently, recalled a singular experience he had with the fiery young John Wilkes.

The Chicagoan was serving on the Chicago Tribune under Editor Joseph Medill, who began his newspaper career in Cleveland, acting as a handy man—he was only a youngster—and taking orders direct from the boss.

Early one evening, late in 1864, Manager McVickar of McVickar's famous theater came to the Tribune office in a great flurry and explained to his old friend Medill that John Wilkes Booth, who was to appear in a special performance of Richard III, couldn't be found.

Medill volunteered to help in the search. So he called to the handy man to come with him, and they started out. It didn't take long to find the missing actor. A crowd in a side street drew their attention—and there was John Wilkes posing on a dry goods box, a musketeer hat on his head, a stage highwayman pistol in each hand, gallantly defending the near-by shop, and in a

choice melange of Shakespeare and inebriety defying the mob to set foot beyond the curb.

Happily he yielded to Medill's coaxing and got back to the theater just in time to get into his costume and make his entrance.

"He never played Richard better," says the old timer, "and his fire and fury almost scared Richmond out of the profession."—*Cleveland Plain Dealer*.

The Postage Stamp

The civilized world recently paid homage to the postage stamp, the little friend of humanity, on its seventy-fifth birthday. Not since the discovery of printing had there come to human beings such a boon as was launched in England on May 6, 1840, when the first postage stamps were used. That date in history marked the beginning of popular communication, placing within the reach of the poorest peasant the means of writing to relatives and friends. It put the people of the world into closer touch, it encouraged the art of writing as no other agency had done. But, greatest of all, it spread civilization.

Millions of people who open their mail scarcely glance at the little stamp that adorns the wrapper. It but represents to them the cost of transporting and handling by the government. Few indeed realize that the postage stamp is a modern contrivance, and that its great aid to modern life has played a remarkable part in the world's development during the past three-quarters of a century.

It was in 1840 that Rowland Hill, an English schoolmaster, stirred all Europe to laughter by declaring that James Chalmers of Edinburgh and himself had devised a system whereby a two-sheet letter could be sent from London to Edinburgh for 2 cents, and yet leave the government a fair profit on the transaction. At that time the fee was 54 cents for that distance for a two-sheet letter. Such an idea seemed ridiculous to the public, which had looked upon the sending of communications as an expensive luxury. And so the joke went around, and the poor laughed with the others at the idea of any means that would place them on a par with the aristocracy.

Hill persisted despite the ridicule. He worked diligently on his schedule, and

when the time was ripe he flashed the system on Parliament and the public. Hill offered proof that was incontrovertible that the actual cost to the government for carrying each letter averaged only a small fraction of a cent. He proved that the expense of hiring men to figure out postal rates on the system then existing, based on distance, and the number of sheets, was greater than the profit gained, and he urged the adoption of a flat rate for all letters under a certain weight, no matter how short or how long a journey they were to make. He originated the idea of pasting a label on every letter, to show that the cost had been prepaid to the government, and pointed out that this would save the expense and time of collecting at point of delivery, which custom was then in general use.

The idea sprung by Hill and his friend, James Chalmers, gained friends after the first roars of laughter had died away. The government was pressed by not a few thinkers of the time to adopt the system. And so, on May 6, 1840, postage stamps or "stamped labels," as they were called at the time, were inaugurated. On the first stamp was a profile picture of the young Queen Victoria. The effect on the postoffice was instantaneous. Within two years, and they were panic years at that, the business of the postoffice nearly trebled.

The postage stamp came into use in the United States in 1847, seven years after Great Britain had adopted it. Five-cent and 10-cent stamps were the first American postage stamps, and they carried the heads of Franklin and Washington. Four years later the letter rate was lowered to 3 cents, and in 1883 to 2 cents. Before the postage stamp was adopted, the postal charges were more moderate in the United States than in England. Our rates were 6 cents for thirty miles or less, 12½ cents up to 150 miles, 18½ cents up to 400 miles, and 25 cents for every distance over that.

Hill, the discoverer of postage stamps, was knighted and received a gift of \$45,000, raised by public subscription.—*Granite Cutters' Journal*.

Snap Shots—By the Wanderer

Of course, it's heresy. A disagreement with popular ideas is always heresy. Quite in accord with the old definition that "orthodoxy" is my doxy, and "het-

erodoxy" is your doxy. But if no one disagreed with popular ideas, or disagreeing failed to voice the disagreement, what a dreary, monotonous, to say nothing of its unprogressiveness, this poor old world would be. So quite prepared to be proven in the wrong, I am going to stand up in meeting and ask, "Why the traveling fireman?" Now, please, oh, please, hear me, or rather hear me out, before you say "plish," or some other word like the one that so shocked the sensibilities of the visitors and officers on board H.M.S. *Pinafore*.

The traveling fireman is not so very old. Most of us old uns can remember his birth. He seems, however, to have grown lustily and to have given a fairly—yes, we'll say, a very good account of himself. But why "traveling fireman"? As such, his duties are confined to the left-hand side of the engine. He can go into the minutest details of instruction as to how the fireman should place his feet; how he should grasp his shovel; how he should bend and unbend his back, and where and how he should place the coal in the firebox, if he is one of those unfortunates who has still to shovel coal into the firebox instead of supervising the operations of a piece of mechanism. All this can he do, and more. But let him cross by so much as the breadth of a hair towards the other side, and his authority becomes as naught and his importance as a bubble that has burst. He may show how the coal should be placed with the most scientific thoroughness, and explain the laws of combustion with chemical exactness, but all will be as nothing should the magnate at the throttle so decree. He would not be much of an engineer who could not so handle the engine that the finest of firing would fail to keep her hot. The reverse lever might "trail the links along the ties," as John Hill used to say, or the injector might choke her with water on a pull; and other things, too numerous to mention, might happen against which there would be no redress. Fortunately, these things seldom do happen, for engineers are not usually men of that kind. But they might. The traveling fireman has justified his existence, of which there is no gainsaying. But, still I ask, "Why, fireman."

He was not the original traveling instructor or supervisor, or whatever else you may choose to call it. The traveling

engineer preceded him and gave such a good account of himself that the fireman was born shortly after him. Now, the traveling engineer is supreme. His word is law and there is none to gainsay him. He can relegate the engineer to the left-hand side for the time being. He can take the levers and show how they should be manipulated. He can tell the fireman to scatter his coal or heap it in the back corners, and he can "show how." If he can't, his position becomes a joke and his instructions the subject of mockery and scoffing, and the duration of his official life will be short. But, he, too, is in danger. He grasps at the authority above him, and before we know it, he is acting as a sort of train-master, first telling and then reporting to the superintendent about train handling to the neglect of the engine, because the new work is cleaner and pleasanter than the old; while the engine is left to the traveling fireman of limited authority.

Of course, it is very easy for an old maid to tell the mother of nine as to how children should be reared. Yet, as an outside observer, her suggestions may be of value. So I presume on a suggestion or two. If the traveling fireman is to do his best work and get the best results, give him the authority to do and get. Let his duties be the same as now, if you wish, but make him a traveling engineer; "assistant," if you like, but let him be able to boss the throttle opening as well as that of the fire door. And he can't do it as a traveling fireman. "A rose by any other name may smell as sweet." But a man as "traveling fireman," cannot command attention and get the results that he could as "assistant traveling engineer." Then, if the real traveling engineer is to be pulled out of his sphere, add "assistant train-master" to his other title and give him the authority that goes with it. The traveling fireman, as such, is "cabinéd, cribbed, confined," in his activities, and the possibilities of his usefulness are limited. So why not take the same man and give him a chance?—*Railway and Locomotive Engineering*.

Camel Racing

Of all the mirth-provoking contests it has ever been my good fortune to witness, I think a camel race that I saw in southern Algeria was the funniest. A camel is considered as a sort of a joke

in the animal world anyway. He is naturally lazy, always bad-tempered, and slow to a degree that is positively painful, and the idea of their racing struck me as worth seeing.

I accompanied a friend attached to the military station to see the race, or rather the start, for the contestants that stayed in the race kept it up for ten hours, and covered close to 100 miles. We were not interested enough to follow them.

The ordinary camel is good for about two miles an hour, but in Algeria vast improvement has been made in the breed until some of the animals are capable of a speed of nine or ten miles an hour, and that for sixteen or seventeen hours at a stretch. The course was boundless, as the camels were headed straight across the desert. The starting was the interesting part of the proceeding.

The animals evidently looked upon the whole matter as an imposition and entirely beneath their dignity. They snorted and groaned and snarled as only camels can, and it was at least an hour and a half before their drivers got them all in motion. Then the pace was furious if not very fast at the start, but before they were out of sight they had settled down to the long swinging lope so desirable on the trackless and waterless desert.

I never did hear the result of the race. An ordinary camel, I was told, could be purchased for about \$25, but a Mehari, or racing camel, was worth from \$100 to \$150. Much interest is taken in the racing by the natives, as the improvement of the breed is most desirable, and a great deal has already been accomplished under the stimulus of the prizes offered for the swiftest racers.—*Temple Manning, Cleveland Plain Dealer*.

Unappreciated Darkness

Suppose after going to a store and buying a dozen of oranges you found that they had given you only eight although you had paid for a whole dozen. What would you do? asks a writer in *Power Plant Engineering* (Chicago). Well, by the great horn spoon, he answers, we'd go back and get the other four or else lick the storekeeper! He continues:

"And now for the sake of further illustration, suppose that you went into a motion-picture theater and were forced to sit in absolute darkness (with a dark screen) for about twenty to thirty min-

utes. Would you register a complaint? You say you would? Well, we guess you wouldn't. Because that's just exactly what happens every time one goes to the movies. From fifteen to twenty minutes of every hour that we spend there, we sit in absolute darkness, but we don't complain in the least—because we do not realize it. This is due to a defect of the eye—a fortunate defect, however, for upon it is built the success of the entire motion-picture industry. When we look at an object and then suddenly have that object drawn away from our field of vision, the picture of the object persists in our eye for a very short time afterward. This peculiar property of the eye is known as the persistence of vision. In the motion-picture projector, approximately sixteen separate pictures pass behind the lens every second. These, however, do not pass through smoothly but rather in a series of jerks. Each picture occupies a position in the field of the lens for a short interval of time while the shutter is open. Then, as the shutter closes, the film is suddenly jerked down so as to bring the next picture into the field of the lens. The interval of darkness (when the shutter is closed), however, is very much shorter than the time during which the picture is shown. It is so short, in fact, that the image of one picture has not died away in our eyes before the next succeeding picture appears. Thus, we see it as a continuous picture, endowed with motion due to the progressive translation of the objects on the film. Since the dark periods are about one-third as long as the periods of illumination, twenty minutes out of every hour we look at the pictures are spent in total darkness. Since we can't detect it, however, we don't mind and let it go at that. Ignorance is bliss."—*Literary Digest*.

Hostages to Friendship

By George Saint-Amour

A Frenchman—decidedly a Frenchman—sat at the next table in a restaurant. A brisk little lady came in, and hesitated a moment, for evidently she had never been in this restaurant before, and then she espied the Frenchman. She walked swiftly to him, and touched his shoulder, and they shook hands, both immensely pleased. They were old friends, it developed.

"Comment allez-vous?" "Tres bien, merci," "Je suis bien aussi," "Combien

y a-t-il que vous etes arrive?" "C'est joli ici," "Mais etranger," this last with a sad little note in the voice of the young woman. These sentences were rapid-fire, and the eavesdropper could not but be a listener, impolite as it was. He could have left his lunch unfinished, but one does not do that these times.

So they talked. She was the French bride of an American captain. Her husband was wealthy, and she loved him, O, so much, also his great country.

"I study the map e-v-e-r-y day to learn how immense it is," she said in English, proud of her linguistic accomplishment whilst her vis-a-vis smiled indulgently. "Then," sighing, "I grow a little homesick for France, and Jean (John) (Jack) sends me back, but I am in France only a few days when I am still more lonesome for America, and I hurry to return." She was speaking French again, with unusual rapidity even for French. "And now I shall stay right here," with emphasis. "This is my country, and my husband has his big business here, and I shall not go to France again—

"Until?" the Frenchman suggested.

"Until my husband Jean wants to go with me for a visit," she agreed lamely.

Thus one war bride. She has everything. A rich husband, for she was extremely well dressed, and she is pretty, and clever, as judged by her conversation, and happy, for she loves her husband.

Another Mrs. French Doughboy. It was on Sixth street only last evening. The young man was tall and broad shouldered, and had kept his soldierly stiffness, and the little woman by his side stretched as tall as she could, yet her black head failed by two inches to reach the level of his shoulders. They were talking and laughing. The woman—or girl, rather—was chic a la American; short skirt, natty little hat, gray gloves, patent leather low shoes, and the man had shortened his stride and she had lengthened her stride so that they kept in step as she looked up into his face.

"Which restaurant?" the big doughboy was asking.

"Let us go home," the girl suggested, and the big American laughed.

"Why home? I know several good restaurants—"

"I know a good restaurant, too," the girl said with a decided French accent, though she bravely talked American, "and it is at—bend down," and the tall husband stooped and the girl named an address in a residential section where there are no restaurants.

Whereupon the American—Americans being the most indulgent husbands in the world, as is proved by their spoiled, willful wives—said, "Oh, all right, tightwad," squeezing her arm. "Have it your own way. If you rather eat at home, I'm willing."

The girl was delighted, and probably on the way home estimated the number of centimes she had saved.

So these two couples are pretty happy.

But some French brides of doughboys are having a time not so beautiful. Some of the war brides from la belle France were taken to small cities, or, worse, to villages, where the residents are prone to look, if not precisely with suspicion, still a bit critically, upon any person, especially if it be a woman, who has different manners and mannerisms and speech and clothes and code of ethics than their own, and the French girls in these surroundings are having a difficult time to adjust themselves, and to make these strange people love them—just as an American girl would have in a French village.

As for their babies, here is a story: A French dressmaker, or, rather, designer of costumes. He draws pictures of creations, gowns, robes and not mere dresses, and then people who know how to ply the needle work from his pictures. Well, this man had been in the French army. In the first battle of the Marne he had been quite incapacitated for further military service, and since there remained little of his kind of work in France during the war, which he wisely calculated would endure several horrible years, he brought his wife and five children to America, land of promise. The third child in point of age is Georgette, a mademoiselle of four years, and as pretty as her name, and not half so big or imposing. Georgette, by the way, could speak German, Spanish, French, and was making rapid progress in American when the writer had the honor to become acquainted with her.

Thereafter, of course, the writer and Georgette made frequent trips to downtown Cleveland together. One day

Georgette was introduced to a certain great musician here in Cleveland, a musician whose name is known far and wide, and who speaks French, and he was delighted to meet a little lady from his "other country," as Thomas Jefferson complimented France.

"Do you like America?" the musician asked petite Georgette.

"Bien oui, monsieur," replied Georgette quickly.

"Do you love France, too?" the musician asked.

"Do you?" snapped Georgette.

"I do, and I beg your pardon for asking so stupid a question, little Georgette. Do you think you will always like America?"

"Oh yes, m'sieu. My papa says we are here to be Americans. We are furnished school books free if we are poor. We are treated just as if we were born here. My little brother who was born here last week may become your President, monsieur. Of course I love America. I must," replied Georgette.

So the brides. They will love America if they are permitted to do so.

In France they were taught strict duty to parents, and they are holding to that beautiful idea as regards their parents-in-law. The experiment—it is a tremendous experiment—is working out fairly well. We shall soon have a lot of little Americans who will have the snap and grace of France, the instinct for things artistic, coupled with American goaheaditiveness and enthusiasm and frankness and tremendous business ability.—*Cleveland Plain Dealer*.

Items of Personal Interest

F. T. Knight, locomotive foreman of the Canadian National Railways at Port Arthur, Ont., has been appointed locomotive foreman of the Grand Trunk Pacific at Sioux Lookout, Ont., succeeding W. H. Fletcher, transferred.

Ernesto Ocaranza Llano has been appointed director-general of the National Railway Lines at Mexico and assumed the duties of the position last month, succeeding Nicholas Procel, who had been filling the position temporarily.

J. E. Mailer, master mechanic of the Fort Smith & Western, with headquarters at Fort Smith, Ark., has been appointed superintendent of motive power

with the same headquarters, and the position of master mechanic has been abolished.

J. McDonough, master mechanic of the Atchison, Topeka & Santa Fe, with headquarters at Fort Madison, Iowa, has been transferred to the Illinois division, with headquarters at Chicago, succeeding A. L. Beardsley, resigned on account of failing health.

J. Kornatser has been appointed road foreman of engines on the Chicago & Rock Island, with office at Shawnee, Okla., and appointments to similar positions on the same road are that of W. C. McCullough, at Pratt, Kan.; B. J. Bonner at Elden, Mo.; S. F. Hanchett at Des Moines, Iowa; H. T. Demsey at Estherville, Iowa; B. Strauss at Cedar Rapids, Iowa, and J. C. Rhodes at Trenton, Mo.

N. P. Kershner, master mechanic of the International & Great Northern, with office at Palestine, Texas, has been promoted to superintendent of motive power with headquarters at Palestine. Mr. Kershner served an apprenticeship as a machinist in the Philadelphia & Reading, and after working a short time as a machinist entered the University of Pennsylvania, from which he graduated with honors in 1908. Moving west, he held many positions in the mechanical departments of several of the leading roads in the west and southwest. At the outbreak of the war he entered the service as lieutenant of engineers and was a year and a half in France, retiring with the rank of major. After his discharge he was appointed mechanical inspector on the Texas & Pacific, and latterly shop superintendent. From thence he was called to the International & Great Northern, as noted above.

Y. Z. Caracristi, recently a member of the Railway and Industrial Engineers, Inc., has opened consulting offices at 43 Broad street, New York. Mr. Caracristi has had an extensive practice as a consulting engineer, particularly in railroad supervision, equipment and betterment. He was associated as designer and constructor of the Union Station, Washington, D. C., and as assistant to the general superintendent of motive power of the Baltimore & Ohio, was in charge of shop additions, and the improvement of design and construction of locomotives and cars, including the de-

sign and construction of the firstallet type of locomotive. He was also engaged in making extensive improvements in shops of many of the leading railroads and supervised the layout, design and equipment of extensions in the plant of the Lima locomotive works. For many years Mr. Caracristi has been also engaged in consulting work for banking interests, and associated with J. M. Muhlfeld and other engineering experts in introducing the first successful burning of pulverized fuel in suspension. Mr. Caracristi will continue in the consulting field, specializing in railroad and shop design, operation and betterment.—*Railway and Locomotive Engineering.*

Why the Old Cow Died

The railway executives are kept busy explaining why, in spite of increased rates and government guarantee money, the railroads are slipping farther and farther in the hole. Some of their explanations sound like the speech of the rural lawyer in the justice of the peace court.

"Your honor," he declaimed, "if the train had been running as she should have been ran; if the bell had been rung as it should have been rang; if the whistle had been blown, as it should have been blew; both of which they did neither, the cow would not have been injured when she was killed."—*Cleveland Press.*

The Bright Side

The warden of Ohio penitentiary says that this one is true. Recently a negro prisoner, in for life, was brought before him and in the conversation the warden said: "Why, Rastus, you are in for life, aren't you?" With a broad grin the negro replied philosophically, "Oh, no, warden, just from now on."

To save the life of a penniless boy who was hurled into a small lake from the top of a coach on a speeding train, the Olympian, famous train of the Milwaukee Railroad, took a siding while the engine returned to pick up the boy who was found badly bruised and unable to walk. He was taken to the railroad hospital at Lind, Washington, where it is said he will recover.

SPECIAL NOTICES.

Anyone knowing the whereabouts of Engineer George U. Ruff, who left home June 25th, and has not been heard of since that time, will confer a great favor by corresponding with his wife, Mrs. Margaret Ruff, 186 South 5th St., Olean, N. Y.

OBITUARIES.

Detroit, Mich., July 13, dilatation of heart, Bro. Jas. A. Struthers, member of Div. 1.

Cleveland, Ohio, July 12, hardening of arteries, Bro. Oscar Tyler, member of Div. 3.

Chicago, Ill., Aug. 4, ptomaine poisoning, Bro. Michael Gepper, member of Div. 10.

Indianapolis, Ind., July 26, appendicitis, Bro. Howard Ewan, member of Div. 11.

Indianapolis, Ind., June 29, appendicitis, Bro. Patrick Reidy, member of Div. 11.

St. Ottawa, Ont., June 10, Bro. Eugene Sweeney, member of Div. 14.

Bloomington, Ill., May 2, paralysis, Bro. R. J. McDonald, member of Div. 19.

Greentown, Ind., July 19, kidney trouble, Bro. Jas. M. Harper, member of Div. 20.

Easton, Pa., July 25, intestinal obstruction, Bro. Frederick Fisher, member of Div. 30.

Seymour, Ind., June 24, killed, Bro. G. W. Meyers, member of Div. 39.

Seymour, Ind., June 8, killed, Bro. Hugo Siefker, member of Div. 39.

Portland, Me., July 21, killed, Bro. R. H. Smith, member of Div. 40.

Meadville, Pa., Aug. 8, heart failure, Bro. J. H. Clark, member of Div. 43.

Hornell, N. Y., July 24, stroke, Bro. M. J. Kiely, member of Div. 47.

Preston, Ida., July 4, Bro. J. J. Tallman, member of Div. 55.

Oneonta, N. Y., July 22, acute indigestion, Bro. Jas. A. Riley, member of Div. 58.

Stoneham, Mass., July 25, heart trouble, Bro. E. N. Ayer, member of Div. 61.

Deerfield, Ill., July 19, apoplexy, Bro. Hiram S. Robbins, member of Div. 66.

Harrisburg, Pa., April 23, chronic parenchymaton, Bro. W. B. Shover, member of Div. 74.

Peru, Ind., July 22, Bro. H. J. Bowman, member of Div. 78.

Columbus, Ohio, July 31, organic heart trouble, Bro. J. R. Carter, member of Div. 79.

Columbus, S. C., May 28, heart disease, Bro. J. E. Parks, member of Div. 85.

No. Platte, Nebr., May 9, pneumonia, Bro. G. W. Vroman, member of Div. 88.

Jackson, Tenn., Aug. 7, murdered, Bro. J. H. Bond, member of Div. 93.

Lincoln, Neb., July 10, paralysis, Bro. W. S. Waybright, member of Div. 98.

Bedford, Va., July 3, paralysis, Bro. Wm. E. Powers, member of Div. 109.

Escanaba, Mich., July 26, perforation of duodenum, Bro. Samuel J. Todd, member of Div. 116.

Escanaba, Mich., tuberculosis, Bro. Thos. Kelly, member of Div. 116.

Norfolk, Va., May 4, Bro. Jake Eich, member of Div. 120.

Hutchison, Minn., July 18, stomach trouble, Bro. Edward J. Rouse, member of Div. 150.

Cedar Rapids, Ia., July 12, heart failure, Bro. Thos. Jones, member of Div. 159.

Chicago, Ill., July 20, paralysis and apoplexy, Bro. E. A. Woods, member of Div. 159.

Bowie, Md., July 25, paralysis of throat, Bro. J. W. Ritter, member of Div. 160.

Washington, D. C., July 19, suicide, Bro. J. F. Bengel, member of Div. 160.

Philadelphia, Pa., April 22, Bro. S. C. Cobb, member of Div. 166.

Syracuse, N. Y., July 22, killed, Bro. Floyd L. Holcomb, member of Div. 169.

Syracuse, N. Y., July 20, complications, Bro. Wm. Bache, member of Div. 169.

Syracuse, N. Y., July 11, sun stroke, Bro. Fred J. Kippley, member of Div. 169.

Roseville, N. J., July 18, diabetes, Bro. E. H. Smith, member of Div. 171.

Ampere, N. J., July 14, cerebral hemorrhage, Bro. C. F. Davis, member of Div. 171.

Parsons, Kans., July 18, heart failure, Bro. J. E. Ellis, member of Div. 179.

Denver, Colo., July 16, tuberculosis, Bro. Fred W. Hastings, member of Div. 186.

Blanche, N. C., July 27, asthma, Bro. Geo. W. Clark, member of Div. 239.

Elkhart, Ind., July 31, killed, Bro. D. L. Flynn, member of Div. 248.

Elkhart, Ind., Aug. 7, paralysis, Bro. Arthur Wheaton, member of Div. 248.

Highland Park, Ill., July 20, Bro. T. H. Irwin, member of Div. 255.

Jersey City, N. J., March 29, carcinoma, Bro. John L. Kantner, member of Div. 259.

Scranton, Pa., July 31, arterio sclerosis, Bro. H. G. Twining, member of Div. 276.

Scranton, Pa., July 22, killed, Bro. Chas. D. Coolbaugh, member of Div. 276.

Gouldsboro, Pa., July 22, scalded, Bro. Jacob J. Gleichman, member of Div. 276.

Altoona, Pa., July 17, apoplexy, Bro. A. G. Laughlin, member of Div. 287.

Superior, Wis., July 26, heart failure, Bro. E. F. Owen, member of Div. 290.

El Centro, Cal., July 18, heat prostration, Bro. Wm. H. Payler, member of Div. 294.

Erle, Pa., Aug. 5, diabetes, Bro. Thos. F. Ray, member of Div. 298.

Chatham, Mass., July 27, killed, Bro. Wm. L. Drew, member of Div. 312.

Wrenthelm, Mass., July 15, cancer, Bro. Geo. A. Bartlett, member of Div. 312.

La Grange, Ga., July 15, killed, Bro. K. C. Barker, member of Div. 332.

Olean, N. Y., May 8, apoplexy, Bro. C. E. Brown, member of Div. 345.

Canton, Ohio, May 30, tuberculosis, Bro. Guy Garrison, member of Div. 360.

Middleport, N. J., July 12, tuberculosis, Bro. Chas. W. Halbin, member of Div. 382.

Chicago, Ill., June 23, Bro. W. B. Cole, member of Div. 404.

Columbus, Ga., Aug. 3, killed, Bro. G. F. Castleberry, member of Div. 409.

Roseville, Cal., Aug. 7, diabetes, Bro. Phillip D. Brown, member of Div. 415.

Ashland, Ore., July 14, heart failure, Bro. L. Neeley, member of Div. 425.

Arvada, Colo., July 29, bright's disease, Bro. G. F. Arnold, member of Div. 451.

Seattle, Wash., Aug. 1, heart failure, Bro. J. F. Rush, member of Div. 451.

Downington, Pa., July 25, cerebral apoplexy, Bro. G. F. Needer, member of Div. 459.

Nashua, N. H., July 19, cerebral hemorrhage, Bro. H. F. Burnham, member of Div. 483.

Central City, Ky., July 11, operation, Bro. Wm. Pegg, member of Div. 485.

St. Louis, Mo., July 27, apoplexy, Bro. A. L. Abbey, member of Div. 487.

Paris, Ky., May 22, heart failure, Bro. C. E. Clare, member of Div. 489.

Covington, Ky., June 19, softening of brain, Bro. H. O. H. Burgess, member of Div. 489.

Nashville, Ark., July 14, paralysis and bright's disease, Bro. John Higgins, member of Div. 496.

Butler, N. J., July 30, chronic interstitial nephritis, Bro. James Havens, member of Div. 521.

Screlber, Ont., July 27, killed, Bro. Sam Kelly, member of Div. 562.

Chicago, Ill., July 14, Bro. P. Reinert, member of Div. 580.

Meridian, Miss., July 10, killed, Bro. Geo. W. H. Foster, member of Div. 593.

Portage, Wis., June 27, pneumonia, Bro. Thos. Little, member of Div. 618.

Hornell, N. Y., July 27, acute dilatation of heart, Bro. W. H. Gilbert, member of Div. 641.

Los Angeles, Cal., July 11, myocarditis, Bro. John Bromwich, member of Div. 662.

Chicago, Ill., July 21, killed, Bro. Chris Conrath, member of Div. 683.

St. Paul, Minn., June 26, ulcers of stomach, Bro. M. J. Flannigan, member of Div. 695.

Bridgeport, Pa., Aug. 1, paralysis of heart, Bro. Robt. Stine, member of Div. 707.

Grove City, Pa., July 25, killed, Bro. J. M. Dight, member of Div. 757.

Huttig, Ark., July 14, acute alcoholism, Bro. W. H. Greer, member of Div. 765.

Roanoke, Va., July 7, suicide, Bro. F. A. Richardson, member of Div. 785.

Manly, Iowa, July 29, killed, Bro. A. L. Moody, member of Div. 813.

New Smyrna, July 31, paralysis, Bro. H. E. Childress, member of Div. 823.

Philadelphia, Pa., July 15, heart disease, Bro. W. A. Metzgar, member of Div. 851.

ADMITTED BY TRANSFER CARD

Into Div.

- 42—C. E. Dreppard, from Div. 123.
 51—S. S. Baker, from Div. 886.
 54—R. J. Kerr, from Div. 135.
 107—C. M. Fleming, from Div. 391.
 126—J. N. Martin, from Div. 5.
 145—J. F. Cassin, from Div. 752.
 161—H. E. Solen, from Div. 664.
 166—C. A. Hufford, from Div. 263.
 168—Alex Dewar, from Div. 837.
 198—John M. Smith, from Div. 129.
 200—J. B. Fosdick, Frank S. Keith, from Div. 203.
 221—Harry Piper, from Div. 695.
 224—J. T. Downs, from Div. 107.
 263—Jas. T. Matthews, from Div. 166.
 268—G. E. Glenn, from Div. 389.
 277—W. F. Lovett, from Div. 476.
 292—Walter Pattburg, I. N. Phillips, from Div. 235.
 298—Jos. Fernandes, F. E. Rheinehart, from Div. 565.
 398—John H. Jones, from Div. 660.
 401—W. S. Newman, from Div. 450.
 421—T. J. Lynch, from Div. 429.
 453—J. Milnes, from Div. 843.
 544—John Thompson, from Div. 656.
 576—H. H. Fairleigh, R. C. Merchant, John Harrington, from Div. 540.
 C. E. Wiseman, from Div. 726.
 579—J. F. Kilby, from Div. 657.
 590—Jacob W. Shafer, from Div. 735.
 591—Chas. V. Cook, from Div. 748.
 614—Geo. J. Buete, from Div. 160.
 735—C. W. Burke, from Div. 306.
 736—R. R. FauntLeRoy, J. H. Kinney, from Div. 574.
 750—W. B. Sleightholm, from Div. 355.
 769—Edward E. Lloyd, from Div. 301.
 798—Edward T. Eaton, John R. Meath, A. Jensen, A. B. Wescott, from Div. 540.
 815—R. J. Nixon, from Div. 417.
 843—R. R. Anderson, from Div. 847.
 847—J. A. Sayers, from Div. 453.
 866—J. H. Hamilton, from Div. 320.
 Thos. H. McAstocker, from Div. 579.
 A. Gillis, J. M. Crosby, W. G. Clapperton, S. Cornock, C. J. Craney, R. C. Hansen, S. Johnson, A. E. McDonald, J. Meldrum, A. S. Neilson, J. Raymond, Peter Weir, from Div. 821.
 O. C. Cummings, from Div. 828.
 Chas. E. Hulett, from Div. 833.

WITHDRAWALS

From Div.

- 12—M. J. Horgan
 199—Edward J. Sweeney
 414—J. E. O'Neil

From Div

- 424—Geo. Morrison
 707—Morgan J. Goldsmith
 862—R. L. Wilhelm

REINSTATEMENTS

Into Div.

- 4—Geo. Thorton
49—M. L. Clemens
97—F. B. Etchison
160—Geo. J. Buete
187—S. M. Jones
190—L. P. Kendall
275—B. Fitzpatrick
282—Geo. W. Breese
283—P. D. Boedefeld

Into Div.

- 507—Wm. Klingberg
593—Henry Imms
613—E. E. Dieck
637—E. E. Brogley
658—Merwin Doty
658—H. E. Smith
660—John H. Jones
761—Frank Sunday
767—C. W. Perry

EXPELLED

Non-payment of Dues

From Div.

- 1—C. W. Turner
C. A. Locke
11—F. D. Hobbs
C. R. Flack
C. S. Whitford
H. A. Smith
23—O. O. Windham
W. S. Palmer
H. E. Moxley
W. B. Jones
E. C. Cox
27—H. H. Kessler
29—C. W. Cox
H. L. Guire
33—R. H. Gauss
43—W. W. Rogers
59—A. O. Drefke
61—O. C. VanDeMark
84—R. N. Sofley
88—J. A. Waddick
H. E. Votaw
91—E. R. Lloyd
D. Hollday
J. H. Mercier
Thos. Marshall
104—G. W. Humble
116—G. Swanson
125—Wm. Donahey
131—Paul E. Buettell
162—C. H. Clayton
165—C. D. Fleming
166—Stanley Snyder
186—Frank D. Morgan
187—C. H. Myers
H. Nash
W. T. Edwards
H. C. Cunningham
207—A. B. Page
221—C. L. Souers
222—O. F. Gudmundson
G. Mertsheimer
O. P. Munz

From Div.

- 233—C. H. Murphy
C. H. Lynn
234—A. J. Ospring
239—Jos. Frye
W. M. Ward
J. R. Boyd
246—Chas. Spotts
250—M. A. Dressler
G. H. Yeager
252—G. L. Munyon
253—P. H. Traynor
269—W. E. Thursby
271—C. C. Foster
275—E. W. Shaw
282—W. I. Schadt
H. See
287—W. P. Rhodes
298—J. K. Pilgrim
299—H. W. Daugherty
P. J. Johnson
309—J. W. Argo
G. T. Brooks
325—W. R. Pollock
J. W. McCann
W. J. Cyphers
D. H. Chalmers
327—Thos. P. Judge
328—F. B. Bellinger
333—R. F. Johnson
345—P. H. O'Brien
R. H. Packer
G. U. Ruff
A. J. Latimer
353—P. C. Clark
357—A. Sansbury
T. E. Conray
B. L. Brehm
366—W. A. Ezer-nack
J. A. Guldry
368—C. L. West
C. M. McIntyre
380—S. A. Bivens
J. Millard
394—L. C. Wheeler
420—W. D. Newell
J. A. Bissell
W. A. Annis

423—J. G. Matthews

426—M. Moore

A. E. Smith

F. P. Schodwell

S. M. Johnson

L. E. Comma-gere

445—Ed. Stiff

I. J. Collins

448—A. P. Meade

456—G. W. Habel

488—J. M. Holmes

J. G. Grimes

490—Jas. Craswell

495—P. S. Grizzard

497—J. F. Muller

530—O. E. Taylor

562—H. Vannan

578—Wm. F. Bolling

J. F. Ruhl

589—F. S. Berlinger

590—W. J. Harris

614—H. F. Williams

H. L. Wear

G. N. Poole

629—L. McKennie

J. E. Rupp

634—G. E. McAuliffe

640—J. H. Bloom

648—L. Lightsey

655—P. G. Kolde

660—B. F. Rugg

668—L. C. Hall

672—R. L. Ballard

682—P. L. Ward

Ed. Jones

E. D. Murphy

683—J. P. Smith

G. B. Jungles

H. W. Gerks

Hugo Schmals

W. Donahue

683—M. F. Drexler

C. R. Cady

590—E. Bluett

F. L. Williams

689—H. T. Gamman

701—T. P. Foster

702—G. Proudfoot

709—E. Harcourt

711—Dennis Graves

716—H. Mezger

Alex McPhail

Paul M. Curry

J. S. Sterns

721—J. F. Lienan

722—M. C. Singer

730—H. D. Frazier

731—J. L. Wade

735—E. J. Bailey

G. L. Cable

W. E. L. Davidson

R. E. Mitten

W. T. Walton

M. W. Woodward

743—G. L. Carter

753—R. Donovan

E. Racette

C. F. Fabyan

R. Schofield

G. Sturton

A. H. Sturton

W. Armstrong

760—Thos. A. Martin

764—J. F. Burns

G. S. Holtby

780—C. W. Crews

J. D. Hurley

784—J. B. Service

785—W. P. Weinner

G. L. Reed

788—S. C. Kirby

C. T. Goldston

R. S. Short

N. K. Cross

790—Frank Bailey

818—M. J. Mulvihill

829—A. Spencer

844—C. C. Duffy

A. J. Bacon

R. J. Steinberg

W. K. Wurster

857—J. E. Whitney

868—Raymond Clark

Thos. DeLoughrey

John Gallagher

Frank Law

Louis Schwartz

871—H. J. Gentry

882—G. H. Paul

H. Schendel

Fred Toward

887—E. R. Boyce

Wm. T. Coad

J. E. Howard

A. F. Johnson

C. G. Lee

J. C. Luethje

887—A. E. Miller

H. C. Miller

888—E. O. McConnell

For Other Causes

From Div.

- 22—J. Kronenwetter, forfeiting insurance.
30—R. E. Taylor, forfeiting insurance.
45—W. L. Moore, forfeiting insurance.
46—A. H. Carter, Jas. F. Pratt, J. F. Schmitz, Edward B. Tappan, forfeiting insurance.

From Div.

- 58—R. J. Houghton, forfeiting insurance.
 90—N. Mull, violation of obligation.
 97—M. J. Bowen, forfeiting insurance.
 182—T. A. Wallace, forfeiting insurance.
 190—J. T. Davis, S. E. Midkiff, non-payment of dues and forfeiting insurance.
 207—J. J. Watts, forfeiting insurance.
 238—L. G. Raynor, forfeiting insurance and violation Sec. 44 Statutes.
 239—C. C. Rogers, forfeiting insurance.
 283—R. B. Marden, forfeiting insurance.
 332—Samuel Foster, forfeiting insurance.
 345—C. A. Bridge, E. D. Ellison, M. H. Logan, M. P. Reilly, W. H. Robinson, B. M. Swank, J. L. Thomas, forfeiting insurance.
 386—W. L. Hopper, L. H. Munn, Jr., forfeiting insurance.
 421—W. F. Brown, C. M. Phelps, forfeiting insurance.
 520—E. A. Cooper, J. C. Howe, forfeiting insurance.
 548—A. C. Bennett, F. J. Lynch, forfeiting insurance.
 558—A. Huot, forfeiting insurance.
 624—J. Trout, forfeiting insurance.
 646—O. C. Dumke, H. H. Hirsch, forfeiting insurance.
 661—Jas. R. Easton, forfeiting insurance.
 682—A. J. Hecht, C. R. Oetgen, P. W. Stringham, forfeiting insurance.
 725—R. E. Copp, S. H. Locke, H. E. Newton, H. H. Peevy, forfeiting insurance.

730—J. A. Musselman, forfeiting insurance.

742—Harry DeWitt, forfeiting insurance.

743—T. B. Stanley, forfeiting insurance.

780—R. A. Morrow, violation Sec. 51 Statutes.

826—R. R. Easley, J. L. Stuart, forfeiting insurance.

887—B. C. Robinson, violation of obligation.

The Plumb Plan

The Plumb Plan provides for rail service without profit to anyone but the producers and the consumers, both of which would profit immensely by such a plan.

It also provides for the employee to share in the success of the plan in a way to encourage interest and improve quality and quantity production in rail service.

The first full-blooded Indian ever admitted to citizenship in the United States is Thomas Blackbird, 23 years of age, of the Sioux tribe, and a veteran of the World War. He was admitted to citizenship under an act of Congress by the provisions of which any Indian of legal age who served in the war may, upon application, be admitted to the rights of citizenship.

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, NINETEENTH AND GRAND AVE., DES MOINES, IOWA, or 1126 Engineers' Building, Cleveland, Ohio, and it will receive prompt attention.

THE B. of L. E. JOURNAL

OLD ADDRESS

Name

Division Number

Box or Street No.

P. O. State

NEW ADDRESS

Box or Street No.

P. O. State

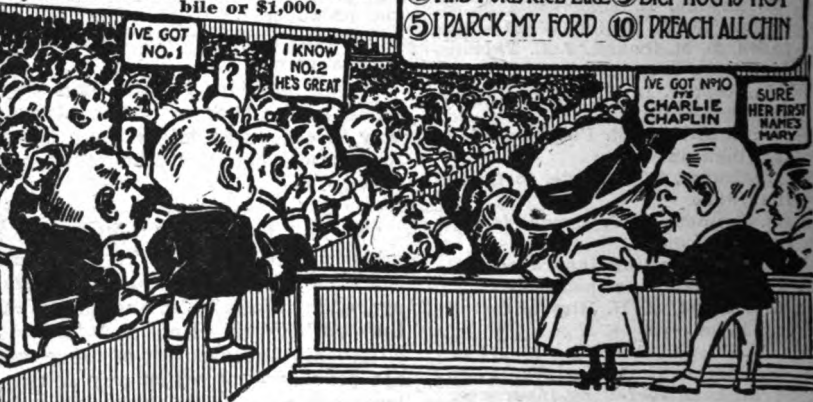
ANSWER THIS PUZZLE WIN \$1000⁰⁰ or OAKLAND

The operator of the movie machine in this theater decided to play a joke on his audience, so he threw these re-arranged "Movie" players' names on the screen.

To solve the Movie Puzzle, all you are required to do is to re-arrange the letters, so that they will spell the correct actor's or actress' name. No. 10 is Charlie Chaplin. If you can guess all ten you can win OAKLAND Automobile or \$1,000.

WHO ARE THEY?

- ① WAR IS NO SLOGAN ⑥ BALD MAN OR MEN
- ② BET LUCY EAK RAT ⑦ MIGHTA HANSOME
- ③ SALA CHERRY ⑧ IDLE BAY CAR
- ④ FIND PURE RICE LAKE ⑨ DRY HOG IS HOT
- ⑤ I PARCK MY FORD ⑩ I PREACH ALL CHIN



Can You Answer This Puzzle? 25 Prizes Given

Probably you know the names of most of the famous "stars", but just to refresh your memory, we mention below the names of a few of the most popular "movie" players.

Charlie Chaplin, Charles Ray, Mary Pickford, Thomas Meighan, Dustin Farnum, Theda Bara, Douglas Fairbanks, Blanche Sweet, Mabel Normand, Marguerite Clark, Pearl White, Fatty Arbuckle, Wallace Reid, Beverly Bayne, William Farnum, Alice Brady, Gloria Swanson, Anita Stewart, Pauline Frederick, Dorothy Gish.

ONLY 185 "POINTS" WINS AUTO

For each name that you arrange correctly, you will receive 10 "Points" toward the OAKLAND Automobile, or 100 "Points" in all, if you arrange all names correctly. You can gain 60 more "Points" by "Qualifying" your answer. That is, by proving that you have shown a copy of Mother's Magazine to five people during this Big Booster and Advertising Campaign. The final 25 "Points" will be awarded by three independent judges on the neatness, style, handwriting, and spelling of your answer.

The answer gaining 185 "Points" (which is the maximum) will win the OAKLAND Automobile, or \$1,000 in cash. Second highest will win \$750; third prize, \$500; and so on down the list of 25 big prizes. In case of a tie, both winners will receive same prize. Send in your answer TODAY. As soon as your answer is received, samples will be sent FREE, to assist you in qualifying. Contest closes Oct. 31st, 1921.

COSTS NOTHING TO TRY—YOU CAN WIN

You will not be asked to subscribe to Mother's Magazine, nor spend one penny in order to win. We have given away THOUSANDS OF DOLLARS in Prizes. You may be the next lucky winner. Write your answer to the Puzzle on one side of the paper, name and address in upper right hand corner. You can win—Answer the Puzzle NOW and send your solution to

W. F. WILSON,
Puzzle Editor,

MOTHERS' MAGAZINE, CHICAGO, ILLINOIS.

BRASS LOCOMOTIVE APPLIANCES

We Manufacture A Complete Line of Locomotive

Injectors

Main Steam Valves

Turret Valves

Starting Valves

Boiler Check Valves

Bullseye Lubricators

Reflex Water Gauges

Coal Sprinklers

Fire Extinguishers

Brass and Bronze Castings

THE EDNA BRASS MFG. CO.

Cincinnati, O.

Chicago office 550 McCormick Bldg.

RECEIVED
AUG 7 1922

Dec 12

LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

Official Notice To All Members of B. L. E.
Pension Association

The Spy At Work—By Sidney Howard—In
The New Republic

Instructions Governing Care and Operation of
Locomotive Booster—By J. Talty

America's Most Famous Train

Official Notice to all Members Pension Associa-
tion—By Grand Chief W. S. Stone

MacArthur's Cartoons

Published Monthly at 19th and Grand Ave., Des Moines, Iowa

VOL. 55 OCTOBER 1921 NO. 10

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Act of October 3, 1917, Section 1103. Authorized on August 11, 1921.



Brings this Seamless Wool Face Brussels Rug

Hartman's Newest Pattern—Full Room Size, 9 Feet x 12 Feet

Only \$1 to send now—and we ship this magnificent seamless, wool face, tapestry Brussels rug. **Up 30 days on free trial**, then if not satisfied, return it and we refund the \$1 and pay transportation both ways. If you keep it, take nearly a year to pay—a little every month. And note—the price is cut—you save one third. Even before the war this rug would have been an amazing bargain at this phenomenally low price.

Superb Coloring—Artistic Floral Medallion Pattern

Woven from Fine Wool Yarns A most artistic design. Soft, rich and harmonious colorings. Brown, tan, red, green and light colorings are beautifully blended. An attractive floral pattern with large medallion center, surrounded with harmonizing floral sprays; finished with a pretty border. Made seamless of fine wool yarns. Order by No. 34CCMA16. Price \$26.85. Send \$1.00 now. Balance \$2.50 monthly.

Nearly a Year to Pay When our stock of these rugs is gone we may not have this particular pattern to send at any price. So act quick! You take no risk. Keep it or return it—30 days' free trial!

IMPORTANT! This seamless wool face Brussels rug is a close, firm weave which gives it much greater durability than you get in the ordinary kind. Be sure to examine the texture, weight, judge by actual quality and see what an amazing bargain you get in this!

**HARTMAN'S
392 PAGE
BARGAIN
CATALOG**
Now Ready
Send Postal for
Your FREE Copy
TODAY

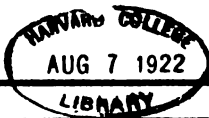
FREE BARGAIN CATALOG

392 pages of stunning bargains in furniture, rugs, linoleum, stoves, ranges, silverware, watches, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines, cream separators, etc. 30 days' free trial on anything you send for—everything sold on our easy monthly payment plan. Post card or letter brings it free. "Let Hartman Feather Your Nest."

Hartman Furniture & Carpet
3913 Wentworth Ave. Dept. 3612 Chicago
Enclosed is \$1.00. Send the Rug No. 34CCMA16 to have 30 days' free trial. If not satisfied, write it back and you will refund my \$1 and pay transportation charges both ways. If I keep it, I will \$2.50 each month until full price, \$26.85. Title remains with you until final payment is made.

Name.....
Street Address.....
R. F. D..... Box No.....
Town..... State.....
Occupation..... Color.....

HARTMAN FURNITURE & CARPET CO.
3913 Wentworth Ave. Copyrighted, 1921, by Hartman's, Chicago Dept. 3612 Chicago



LOCOMOTIVE ENGINEERS JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917. Authorized on August 11, 1921.

Published Monthly at 19th and Grand Ave., Des Moines, Iowa, by the E. of L. E.
C. H. SALMONS, Editor and Manager 1124 E. of L. E. Building, Cleveland, Ohio

Volume 55

OCTOBER 1921

Number 10

The Labor Spy

Continued from September issue

THE SPY AT WORK

In labor espionage, publicity and even advertised performance are plausible enough once the preliminaries have been accepted. If one can be persuaded of the existence and scope of the practice, if one can be resigned to recognizing it as an American and living institution, these things that it has said for itself sound very well, like good stories which ask of their audience only a little imagination. The real melodrama is not apparent until the spy himself is encountered.

Begging the issue of tedium, the present purpose is to continue in quotations. Any man can tell his own story better for himself. The detective has been allowed his say. The spy must be permitted his.

Herewith a series of quotations from the reports of a spy at work in an automobile factory in Racine, Wisconsin. He is a member of the Russell Detective Agency in Milwaukee. His reports are cited not for any significance in the situation which he is observing, not for any sensational content of their own, but because they give a fair impression of his business and because, out of hundreds of similar pages, they alone prove moderately readable.

They cover a brief period, from the 22d of February, 1919, to the 1st of March following. A strike is on. The

business is to report the strike. No glaring injustices; only the very usual sort of thing. The man is an informant and does his work well.

WE BEGIN WITH THE FIRST DAY

As I was on my way to the plant this morning I noticed before I was within a block of the plant that the union pickets were more active than usual, and apparently they were doing something more than just picketing. At any rate, as I drew near to the plant one held me up and asked, "Are you a card man?"

I pretended not to understand. Then he said, "Well, read this and let us see you down at the Polish Hall tomorrow night." At this he turned his attention to another man walking across the street, and I continued on into the plant.

At just 6:48 A. M. I registered in my time upon entering the plant and joined Matson. Almost immediately he began talking to me on the subject of prohibition, and in this connection I said to him, "Booze never got a man very far, but prohibition has made a man out of many a boozier." "What do you mean by that?" he asked, and I answered, "Well, many a good man was made a bum by liquor, but whenever anyone has sworn off drinking they have always realized that booze was a bad thing to get mixed up with." Just at this moment Moore appeared on the scene, and Matson remarked, "Here comes prohibition now." Moore's response was, "Never mind—you old booze fiends will be carrying a stamp on

your forehead and be black-balled. You know what that means. Every boss will know you as a boozier and nobody will hire you."

At 12:00 noon I left the plant in company with Huck and had lunch at his home. While walking together I asked him, "What do you think of these fellows out on picket duty?" and he answered, "I think they are a lot of d—d fools, and don't know what they want. There they are, doing picket duty for \$9 a week when they could be making \$7.70 a day right at the plant and have it soft, too." Continuing, Huck stated, "What good are they doing, standing around on the streets? If they wanted to do things they'd pound h——l out of a couple of men who took their jobs. That would be more satisfaction than standing around conversing on the corners. They've been out fifteen weeks already and haven't gained a point." Huck added at that time they were trying to organize everybody in the metal trades line in order to strengthen their organization so that they will be able to have their demands acceded to.

At this time, we arrived at Huck's home and had dinner at his place as he keeps boarders.

For the afternoon I got back to the plant as soon as possible, noticing on the way in that the client was talking to two of the pickets at the east end of the plant. Apparently, the client "put it over" them in an exchange of words, as he smiled when he walked away. Different ones in Schmidt's department saw the client have a chat with the pickets and took a peep at him.

In this part of my report I wish to suggest that Stein be placed at the work of cutting and given piecework at a rate so low that he would quit. This would be letting him down easier than to discharge him. I am sure that if Schmidt kept him at cutting steady he would quit within two or three days. He is the "bad egg" that we must get rid of in order to put a stop to the organizing work he does among the employees of the plant at present. Then after we get rid of him we can take care of the lesser lights, and these I shall bring to the client's attention from time to time with suggestions how they can be gotten rid of. Only in this way can we avoid having trouble this summer with

the present crew—that is, getting the agitators out of our midst. It would not do to let those fellows know why we are getting rid of them as it might only stir things up. Hence the reason why I suggest that we force them to quit of their own accord, rather than discharge them.

* * * *

A good day's work. Note at once that the spy is early. He always is. There is simply no curing him of punctuality. And he always claims credit for himself and calls attention to the tardy ones by name. There is the encounter with the pickets. Moderately instructive, that, if not surprising. And Matson on prohibition seems to have less to do with the case, but it really happened and must be included. Huck on the pickets is more comforting and we meet the client just after. The end lets us into the secret of blacklists. The blacklist without some form of espionage were impossible.

WE GO ON TO THE FOLLOWING DAY

The union hall was the first place I paid a visit to this morning as I got down to business for the day. There I got in touch with Bonzen who informed me that \$43 was received in the morning's mail which was not very satisfactory compared to the number of bonds which were mailed to outside locals. The girls have done well by way of selling dance tickets here lately as it was found upon checking up same that over 3,000 have been sold.

Union finances are the best sign of the duration (or non-duration) of a strike. The spy is always after facts and figures on the treasury. He continues, visiting other plants in Racine.

I thought it well to check up the employment situation at the — plant. There were some men standing around outside, and I learned that they were a few who had been laid off. In the talk I managed to have with them they made the statement that sooner or later there was going to be trouble at that plant. "Just how do you mean?" I asked, and they answered, "Well, the men are going to demand an explanation from the company regarding just why ninety men were laid off. The men believe they were laid off for the reason that they are union men and they consider

this just another trick of the manufacturers to break up the organization."

In continuing my efforts in the client's behalf, I got over on the picket line and as usual I found the boys assembled in the shanty. Now and then one would go out and walk around the plant but they preferred to stay inside. Peterson remarked that it would not be long before they would have many new members in the organization. He expressed confidence that they would get a large number of new applications at tonight's meeting. Not deeming it advisable to remain with the boys too long for fear of arousing suspicion I set out for the North Side.

A touch of caution at the end. Omitting the busy afternoon, we follow him to the meeting.

This evening when I got over to the Polish Hall I found about one hundred in attendance, most of them being Slavonians, mixed with Italians and Poles. Those of each nationality kept to themselves, Nickerson was on hand and gave a short talk in English. He spoke along the line of organizing and what would be gained thereby. He urged the men to join so they could put the eight-hour day in effect and still get the same kind of pay. He also explained how the employers were organized and what they were employing these days to break up the union. The manufacturers' association was uppermost in his mind . . . In the meantime the members continually talked between themselves. There was no good opportunity this evening to learn if anyone joined the organization who is in any way connected with the client's plant, but I feel pretty sure I can get this information tomorrow. At the close of the meeting all left for home and, going likewise, I discontinued for the day.

HE DISCUSSES FINANCE

The client, it seems, has things coming his way . . . The treasury from which the strikers receive their benefits gave me the impression more than anything else. First of all, upon my arrival at the hall this morning I found Carl Bonzen busily occupied making out the payroll, the total amount of which was \$1,183. The total amount taken in this week was \$1,558.50. After the benefits are paid this week the client can see just what balance they have

and therefore they will no doubt have to do some tall hustling in order to get enough money to meet next week's payroll. It goes without saying that many who have donated are getting tired of donating . . .

It appears that the boys are not any too willing to help much. Apparently other steps will have to be taken to secure help. In my opinion things are coming to a crisis, a fact which all are beginning to realize, and I look for a break in the ranks of the strikers most any time. As soon as the treasury cannot help them out any more as in the past, they will not have so much backbone and hence the reason why I believe a crisis will be reached soon.

The aspect of all this is very good for the client, very dark for the union. Perhaps that is why the spy can turn, for a day, to observing the factory itself and report upon the conduct of the women workers.

The bell was apparently not heard by the girls, who did not make a move until Mrs. Madsen came in and said inquiringly, "Girls, didn't you hear the bell?" At this we all dispersed to our respective places but it was 7:20 by this time. Both yesterday and this morning Mrs. Madsen had to come into the dressing room and dig the girls out . . . She makes the bad mistake of talking and laughing too freely with them during working hours, as they take advantage of this familiarity . . .

On the way home this noon I walked with Miss Urban who informed me that she was transferred to another department. She sure did not kill herself in our department.

After his luncheon hour, however, he has the satisfaction of discovering a loyal worker.

On my way back to the plant for the afternoon I got in with a man whom I recognized as being employed at the plant and as we walked along together we spoke of the miserable weather we were having today. This was kept up until we came within sight of the pickets and then he remarked that they were as good as lost. I asked him what he thought of unionism, and he answered by saying that the pickets had handed him slips several times, in fact went so far as to call him for not attending meetings and to tell him that

he did not have any backbone, but he could see no reason for attending when he never intended joining.

At the plant I asked Alvida Clausen who the gentleman was. She was almost positive, she said, that it was Mr. Schultz who repairs the machines. At any rate he is tall and dark and rather heavy set.

FOLLOWS A CONVERSATIONAL MORNING

No. 310 who works under Heise and who was the first man to approach me on the subject of unionism when I took up work at the plant, came up to me early this morning as I entered the plant at about 6:45 A. M. and asked, "Were you down Monday night?"

"Yes," I answered and added, "I was initiated too." "That's good," he exclaimed and continued, "It won't take long before we'll have all of them in. Then we'll talk to the boss. At present the boss lays down rules to us but after a while we'll tell him what we'll do." No. 322 joined us at this time and asked, "When is the next meeting?" I answered—next Tuesday evening. At this, he turned around, hung up his coat and changed his shoes. The latter although interested in unionism is not radical, in fact he has not previously talked to me on the subject of unionism once, but he always seems to have a lot of time to talk to his neighbor next to him.

Slim, who solders the rivets and hoods, was seven minutes late in getting on the job this morning.

At twelve noon I left for lunch. On my way back to the plant for the afternoon I stopped and asked one of the pickets when he said the next meeting was to be held. "Next Thursday night," he answered. "Did you join?" he asked and I answered, "Sure, why not?" "That's common sense," he responded and added, "I told the other fellows we'd get you pretty soon." Then he continued, "Here is where you have a chance to get some education, so be sure and attend every meeting you can, for you hear mighty good stuff at the meetings." I assured him that I would be on hand every time I possibly could. He said, "I'll let you know about every meeting that you can attend. Just look for me, and if I am not around, the other fellows will let you know of

the meetings, as I tell them you are all right."

He has made strides, these past few days. He is trusted now, an "O. K." man. He proceeds to report an agitator and involve the agitator's boss.

I observed No. 310 and the new bald-headed fellow in Schmitt's department were talking to the radiator test crew. First they were after the first man on the tanks next to the lavatory and fifteen minutes later I noticed them further down west. Three-quarters of an hour later when I stepped into the lavatory, I came upon No. 310 and a short radiator test man talking to beat the band about the union. The short fellow wanted to leave when I entered, but No. 310 said, "He's all right." However "Shorty" left anyway and then turning to me No. 310 said, "Well, I got seven of the radiator test crew to promise to come down to the meeting tonight. If they only do we will have the shop seventy-five per cent organized."

The time study man timed me on three different occasions today and meanwhile I said to him inquiringly, "Say, did you say that the bald-headed fellow belongs to the union?" "Sure," he answered, "and a bad one too. Furthermore, he is as strong a Socialist as there is in Racine." "Does the firm know about it?" I inquired, and he said in reply, "I don't know if they do or not, but Schmitt knows it and he is the one who hired him."

The last day has arrived. One Palmerton is caught smoking in the factory where smoking is prohibited. And then the spy rounds up his blacklist.

Palmerton was in a bad mood all forenoon. At about 9:30 A. M. I stepped into the lavatory and, as I took a seat next to Palmerton, who was the only one present, I detected an odor of cigarette smoke. Apparently noticing that I intended staying for awhile Palmerton brought out his cigarette and puffed away on it leisurely. I cautioned him, telling him that he might lose his job if caught, and he responded, "I don't give a d— for the job, and I would be glad if the client came in here and caught me at it because then he would have to pay me off and if I quit I would have to wait for part of my pay." "But you get a bad name if you are fired," I reminded him, and his response was,

"There are enough places to work in besides here."

I wish to speak to the client about the union sympathizers or union men who are employed in Heise's department and in particular I wish to discuss with the client the best method of letting him know definitely just who they are so he can gradually get rid of them. There are several I can pick out by sight, but do not get the chance to look at their time-cards in order to catch their number, and I never get in touch with them so as to learn their names. If I could see the client personally we could arrange for the client to walk out into the plant sometime and I could point out to him which ones I have in mind. If I butted into Heise's department in an effort to get their names or numbers, suspicion might be aroused against me. At present I have their fullest confidence in regard to unionism and must not lose it. The pickets, for instance, think I am all O. K. as they greet me cordially, Good night or Good morning, whichever it may be as I pass them, their attitude being entirely different from that of a week or two ago when I took up work at the plant. They told me this noon they would keep me posted regarding any meetings in the future as they liked to have everyone attend they could. I trust I may get the very best possible co-operation from the client in order to keep the union down in the plant and by co-operating I am sure the client will never experience any trouble with his present crew, but all the bad eggs must be kept cleaned out. At the close of the day's work I left for home, as did also others and discontinued for the day.

There it is, the picture of a strike seen through the eyes of the labor spy, fairly vivid for all the unctuous limitations of his trade. A tattling, not very consequential document, of value because he is its hero, at his work, the heart of the espionage business.

Marriage in China

By TEMPLE MANNING

It is said that Chinese girls and Chinese boys are now, in the last year or two, permitted more freedom than ever before in the history of the country, which for centuries lived within the

great wall which kept out the rest of the world. But until very recently no Chinese girl was permitted to speak to a boy.

She might look at a Chinese youth through the lattice of her window, or through the veil which covered her face on the rare occasions when she left the seclusion of her own home. But she was not allowed to speak to or even to see the man chosen by her parents to be her husband until the day she was married to him, and he lifted the veil from her face after the marriage ceremony.

In talking with one of the best educated of the older Chinese women in a certain city, which shall be nameless, so she must be nameless, because it would not be Chinese "etiquette nor honor" to give her name nor even to name the city in this connection, the fine woman made a point which shows how very different Chinese customs and thought are from our own customs and methods of thinking.

"Isn't it too bad that in China one never falls in love and marries?" she was asked.

"No," she said. "In China one marries and falls in love."

"Just the opposite from the American custom, isn't it?" we asked, adding: "Love, then, is a matter of chance in China?"

"No," she replied. "Love is a matter of fact."

"Do you Chinese women always fall in love with your husbands?" we inquired.

"Of course," she replied. "I loved my husband the minute I saw him."

"Your husband is a fine man," we said. "But suppose it hadn't been him, but someone else—would you have loved him?"

"To love the husband my parents chose for me I certainly should have done, for that is my duty. But, you see, they didn't choose anyone else for my husband but the man I could love. Every man and woman who ought to marry are tied together with an invisible red string. Parents choose, but Fate directs the choice. Marriages are made in the moon. They are always right!"



WHY WILL YE DIE?

CORRESPONDENCE

All contributions to the JOURNAL must be received by the 17th to insure publication in the next issue.

Writers may use any signature they choose, but should also give their name and address.

All contributions are subject to revision or rejection by the Editor, as he is held legally and morally responsible for their publication.

A Tribute

Take off your hats all working men
And give three cheers and cheer again;
Your voices raise ten million strong,
And praise in story and in song,
And write on honor's roll the name
Of Henry Ford, of world wide fame.

A man devoid of all pretense,
His proudest claim, just common sense,
Blessed with a great inventive mind,
With justice and business skill combined,
These are the virtues that mark him true,
The ideal man, and master, too.

The greatness of his fame, now sure,
So justly earned will long endure;
Yes, after prouder names, we know,
Have disappeared like last year's snow,
And quite forgot, the name of Ford
Will still remain a household word.

JASON KELLEY.

Couldn't Afford Not to Pay Assessments

Meeting the Secretary and Treasurer of a neighboring Division the other night, I asked him how he was getting along with the \$5.00 strike benefit assessment. He replied that all but one member of his Division had paid it. He told me who the delinquent member was, and it so happened that we were not far from where he lived, so we concluded to give him a good strong argument for the assessment, not so much for the sake of the money as to hold the member, as he was a good fellow whom we believed had gotten things crossed in his mind.

Anyway, we called on the Brother and found him sitting on his porch reading the JOURNAL, a hopeful sign that d'd not escape our notice. At first he told us that he had decided not to pay the assessment even if it meant expulsion, simply because he couldn't afford to. He then related a chain of hard luck circumstances, among which were sickness and the enmity of the Master Mechanic, who through personal spite kept him on a Division where his earnings had been lower than they should have been if he had gotten his rights,

but he did say that the matter was corrected now and that he had the first trick on a job at home which he was entitled to by his standing on the roster.

We then told the Brother that though it might pinch him to pay the assessment he could better afford to pay it than not to do so. We asked him to consider how it became possible for us to have a roster, and what claims he could have made for his rights had there been no roster, and how he could have gotten time and one-half for overtime or in fact, receive any of the many benefits that have been made possible through organization.

We conceded that, even if he were expelled, these things would go on as before. That the Brotherhood would not suffer so much as he if he stepped out of the ranks, and we touched a tender spot when we said that for him to accept the benefits in the future that were gained by the Brotherhood would seem like accepting charity from the hands of his fellows. That it would also be a tax on his pride, a cloud on his manhood. That he could not hold up his head before his fellows or retain his self respect under such conditions, and just as we reached that point in our talk he handed the Secretary a five dollar bill with thanks for showing him that he could better afford to pay 't than to lose his membership in the B. L. E.

A MEMBER.

An Interesting Letter from the Land of Sunshine.

It is not my intention to boost any particular magazine, but those of us who were privileged to read the September issue of the "American," should certainly feel like shaking hands with ourselves. Magazine articles, as a rule are inclined to be sensational and overdrawn, but Rex Stuart's story about his ride on a New York Central engine pictures things up pretty nearly as they are, and we hope we can call his hero, Brother Jack Ridney, instead of plain Mr. We feel safe in assuming that the several names mentioned are Brothers, as we understand the N. Y. C. is as near 100 per cent in fraternalism as it is in efficiency. We appreciate Mr. Stuart's compliment, but he hasn't got the honors all to himself as the biography of

the General Manager of the same line, is if anything the most pleasing of the two articles. We all know that Mr. A. H. Smith is a real man and are not surprised at his appreciation of his men in general, and the engineers in particular, but the surprise part comes in when we see B. C. Forbes allowing himself to even quote anything favorable about laboring men. He probably didn't realize that these compliments might include some members of an organization, or maybe he doesn't hold the B. of L. E. in such utter contempt as he does the others. Anyway we thank B. C. for overlooking his hand intentionally or not. And don't let us forget the Editor of the American for endorsing the compliments in both articles. When we have the good will of the head of a circulating medium 1,700,000 strong, you will pardon me for saying, that is going some. Just a few more words from the American and then I will lay off, and that is where Theodore H. Price, Editor of Commerce and Finance, slipped over such a smooth boost for Government Ownership. These things seem to have come along at such an opportune time as our Official Organ is somewhat delayed by the printers' strike.

The JOURNAL had developed into such a magnificent institution it is a matter of regret that its career should be temporarily interfered with. If the Editors could have heard the inquiries and the laments about not getting theirs, it would do their hearts good, and we hope it will soon be restored to its former standards.

We members on the outskirts of civilization have a feeling of admiration for those on the high class roads in the East, and we often wonder if we could hit the ball on some of those fast runs. No doubt the 2255 on the New York Central can do her work as easy as our 2255 can do hers here, but things look much more complicated and would necessarily require more ability, but I hesitate about saying I would accept in exchange, the ability for the privilege of running an engine on the Southern Pacific in California.

J. BALENTINE, Div. 161.

Vacation After Forty Years

Brother John L. Hurley of Division 100, accompanied by his wife, sailed for

Europe on the Steamer Olympic. A member of the B. of L. E. for over forty years, he is taking a well earned vacation, during which he will visit France, Switzerland, Germany, Holland, Belgium, England and Ireland.

Brother Hurley belongs to one of the widest known families in the B. of L. E., a brother of E. N. Hurley, who was President Wilson's Chairman of the Shipping Board and Brother Myer Hurley, who for years was Chairman of the G. C. of A., Santa Fe Railway, all members of the B. of L. E.

John L. went to Mexico in 1878 to help build the Mexican Central Railway out of the City of Mexico and later, we believe, served on the C. B. & Q. R. R., but for many years he has been in an official capacity, building locomotives and in other mechanical fields, and is now President of the Independent Pneumatic Tool Company of Chicago, and thru all the years has kept up his membership in the B. of L. E., and we feel sure that all members of the B. of L. E. will wish him and his good wife all the pleasure they anticipate, and a safe return to home and friends.

C. H. S.

Bro. John F. Hylan, the Best Mayor in the Greatest City

It will be news to many of our members to know that John F. Hylan, Mayor of New York City, is a member of Division 419, Brooklyn, New York.

Probably no man in public office in this country has been made the target of such abuse from the seekers of special privilege as Brother Hylan, but in the face of it all he has stood firmly in defense of the rights of the public and has won the respect and esteem of all fair minded people.

By his broad gage honesty and executive capacity he has so conducted the affairs of an office greater in many respects than that of governor of any state, that he has raised the office of mayor of the great city of New York beyond the pale of party politics until today we see a wide spread non partisan demand that he permit his name to be entered as a candidate for re-election for another term.

The truth of the old saying, "You can judge the character of a man by the quality of his enemies" is proven in

the case of Brother Hylan for his popularity is the result of his fearless opposition to the corporate interests which would spend millions to remove him from office that their way to prey upon the public might be clear.

We are proud to know that John F. Hylan is the best mayor in the greatest city in the country, and his record reflects credit not only on himself but also upon the Brotherhood of Locomotive Engineers within whose ranks he still retains membership.

The Private Soldiers' and Sailors' Legion Is from Missouri

Washington, D. C., Sept. 5, 1921.

To the Chamber of Commerce
of the United States,

Washington, D. C.
Gentlemen,

The Private Soldiers and Sailors Legion, whose membership is restricted to former enlisted men, is deeply interested in a communication published in yesterday's daily press, in which you are challenged by the American Legion to a debate on the so-called bonus bill. Our members are concerned not only with the subject-matter with which it is intended to acquaint the public through the proposed debate, but they are equally concerned with the way in which this publicity is to be accomplished, and who is to accomplish it. They want to know how and by whom the service man's interests are to be handled, and they are from Missouri.

The Challenge, as published, contemplates a debate between your representatives and officials of the American Legion "in any city in the country." Suppose you were to accept the challenge, and choose Indianapolis. The Indianapolis chamber of commerce has been paying the office rent of the national headquarters of the American Legion for two years, and is still paying it, at the rate of \$9,000.00 a year. The officials of the American Legion are the men now directly benefitting by this payment, and this condition might well produce, in the minds of sinful men, a doubt as to the fitness of these officials to advocate any claim which would be hostile to the interests of its rent payer, or which might endanger the continuance of this comfortable arrangement. It would be like a man who had lost a leg in a railroad accident employing

the railroad's paid lawyer to bring suit for him. That man's judgment, it seems to us, would be open to criticism.

The Private Soldiers and Sailors Legion, consistently and persistently, has advocated and fought for a bonus bill giving \$500.00 in cash to every serviceman. It has always taken the position that the veterans were entitled to a fair division of the billions of profits that were made out of the war, and it is not willing to leave the presentation of these claims to men with a \$9,000.00 string tied to them—not to mention a net-work of other strings.

We are assuming that the Chamber of Commerce of the United States, and all local chambers throughout the country, are composed of fair, patriotic American citizens who are willing and anxious that their country do justice in all things. We are assuming that you want to hear the side of the veterans, and especially of the enlisted veterans, before reaching a definite conclusion. For the reasons which we have stated above, we demand that in the event you accept the challenge of the American Legion, we also be given an opportunity of putting before you, and the American public, the claim of the former enlisted men, either in a three-cornered debate, or in a separate discussion between your representatives and ours.

Yours truly,

(Signed) MARVIN GATES SPERRY,

National President.

Private Soldiers and Sailors Legion.

Food for Thought

Following is a synopsis of an editorial which appeared in the Chicago American of Thursday, August 19th, 1920:

"Locomotive engineers of the United States are among the best class of American citizens; they are mechanics, proud of their work, their ability, their jobs. They have been proud Americans, because they have been first-class workmen and have made the railroads and others acknowledge that they were first-class workmen. For years they have been the most powerful union in the United States, and everybody knows that they have been the best workers in the United States."

Notwithstanding the above, some of our B. of L. E. men may be overheard in union meetings, lodge meetings,

roundhouses and even on street corners asking the question: "For what are we paying Stone?"

These same men—and other engineers outside the organization, have abused and maligned the Grand Chief and in addition have maliciously criticised the organization itself. They have done us more harm than all the officials of all the roads in the country could do us. And yet, what have these men ever done for the engineers or for themselves? A man who resorts to these unprincipled methods of circulating poisonous propaganda is, indeed, a menace to the community.

The Grand Chief has been accused of making no effort to get the engineers more money or better working conditions. And these same engineers refused to support the Grand Chief or the organization. As General Chairman, my experience with the strike ballot, on more than one occasion, was that they voted against a strike, and, when questioned, admitted it. Some of them said they had paid their money into the organization.

The Grand Chief has done more for them than they could do for themselves. He was big enough to get our money for us without a strike vote. Now, the question is: "Can we hold it?"

Some of the spreaders of this propaganda are devoting a great deal of their time and energy in an endeavor to bring about the prejudice of their fellow engineers against their leader—and while many of them are members of other fraternal organizations—they are never heard to speak ill of these other organizations or the r officers. But—it is the B. of L. E. which gets the money for them to enable them to become affiliated with other organizations! Some of these brother engineers have said that Mr. Stone should belong to some other organization; then, in their opinion, he would be all right. As a matter of fact, however, he is working over-time now for the B. of L. E., putting in sixteen or more hours a day for their welfare.

It is interesting to read in the June JOURNAL, the report of the welcome to their own building (clear of debt), by the Grand Chief to the delegates to the Third Triennial Convention, as well as his closing remarks and kindly advice before adjournment. Also excerpts from

General Secretary and Treasurer, Brother W. B. Prenter's remarks who, among other things, said: "There is nothing within the bounds of reason that you cannot do, if you make up your minds to do it."

With reference to the Bank Stock: This is one of the best investments a man ever made—if the bank is run by the right people—and the long and faithful experience of Brother Prenter most assuredly qualify him for this work. These men have made a success of the Brotherhood—and they will unquestionably make this the most progressive, successful and the safest bank in the country. So, let us lend all our effort in an endeavor to build up and boost the B. of L. E.—and not tear it down.

Two years ago labor organizations were never stronger. Yet, what did we do? We deliberately voted our power away. Instead of voting for our friends and allies, we elected enemies of organized labor.

In conclusion: A word about the greed and avariciousness of the brother who makes excessive miles and hours. He prefers to give the money back to the company than divide it with his brothers. But—let us forget the past and make a concerted effort to pull together to promote harmony and progress among our members and give our good Grand Officers our undivided support, confidence and good will. J. J. B.

Join for Safety First

When the "Collision Float" rolled down the streets of Oklahoma City, Okla., recently, the spectators cheered. It was the first time they had ever seen a "Collision Float" in a parade. On the wagon two automobiles had been posed in a way which illustrated that there had been a needless crash. It was the idea of the Kiwanis Club, which, in connection with the Oklahoma City chapter of the Red Cross, was conducting a Safety First campaign.

The campaign centered around the Red Cross headquarters, but it opened with a monster parade. Besides the "Collision Float" there was a Safety First Float and a Red Cross float which showed First Aid For the Injured. The Fire Department and many civic organizations were represented.

After the parade, bulletins were

posted on prominent downtown corners, showing the main causes of accidents, and every day throughout the week the hands of a large clock dial pointed to the number of accidents during the day, also featuring the number of deaths which resulted from such accidents. Four-minute speakers lectured briefly on Safety First at theaters and schools. Not only was Safety First emphasized, but the need of a knowledge of First Aid by every individual was stressed.

The work of the Red Cross in First Aid is too well known to need explaining. More than half a million railroad employees alone have taken the Red Cross course, and many large industrial and public service corporations, such as the Bell Telephone Co., have made it part of the training of their employees. Last year 5,100 classes were held, 20,172 persons certificated, and 104,496 students enrolled.

The Red Cross will hold its Fifth Annual Roll Call during the two weeks from Armistice Day, November 11th, to Thanksgiving, November 24th. The Roll Call is not a campaign. It is simply the opportunity for members to pay their yearly dollar membership dues, and for non-members to join.

These two weeks would be an appropriate time to organize First Aid classes in your city.

AMERICAN RED CROSS.

HONOR ROLL

Under this head will be printed only photographs of members who have received the Honorary Badge for forty years' continuous membership in the Brotherhood, together with a brief history of their railroad careers. In the case of members who have been retired from service on account of the age limit, their history alone will be printed.

Bro. Frank D. Johnston, Div. 542, Receives Honor Badge

Brother Frank D. Johnston commenced firing on the old Atlanta and Great Western Railroad (now part of the Erie System) out of Cleveland in 1872, and after firing four and one half years was promoted. After being in the service ten years he resigned to go to the Wheeling and Lake Erie road, just building at that time, which offered better opportunities for the young runner, and after two years there, running out of Norwalk, Ohio, he was assigned to passenger work where he remained

for fifteen years making a fine record, both as a citizen and engineer.

Brother Johnston was compelled to give up railroading account of a slight defect in vision, but immediately got a good position with the American Steel



Bro. Frank D. Johnston, Div. 542

and Wire Company at Cleveland, Ohio, running a stationary engine, where he has remained for the past twenty-two years.

He was initiated into the Brotherhood in Division 31 in 1880, and was a charter member of Division 360 at Norwalk, Ohio, from which he transferred to Division 542 at Cleveland.

Brother Johnston has retained active membership in the B. L. E. and in August last was presented with the badge of honor for his forty years of continuous membership, which also makes him an honorary member of the Grand Division.

Having known Brother Johnston ever

since he began railroading, the writer takes pleasure in the task of writing this brief sketch of his career which has been creditable both to himself and the Brotherhood of which he has been through all these years such a faithful member. **A BROTHER.**

Railroad Men's Home

The following contributions were received at the Home during the month ended August 31, 1921.

Summary

| | |
|-----------------------------------|------------|
| Grand Division B. of L. E. | \$3,388.44 |
| Grand Division O. R. C. | 1,727.47 |
| B. R. T. Lodges..... | 18.25 |
| O. R. C. Division No. 172..... | 12.00 |
| L. A. T. Lodge No. 191..... | 2.20 |
| James Costello, 270 O. R. C. | 1.00 |
| A. W. Foster, 357 B. R. T. | 1.00 |
| A. S. Lunt, 877 B. R. T. | 1.00 |

\$5,151.36

Miscellaneous

Three bath towels—Division No. 38
G. I. A. to the B. of L. E.

Respectfully submitted,

JOHN O'KEEFE,

Secretary-Treasurer and Manager.

George F. McEvoy, Div. 66, Presented With Honorary Badge

Brother Geo. F. McEvoy was presented with an Honorary Badge of this Brotherhood at the regular meeting of Division No. 66, Milwaukee, Wis., June 19th, 1921. Brother McEvoy was well entitled to the honor bestowed, for he sure has been a faithful representative of our noble organization through many stormy times, for over 40 years he has stayed with the "Good Old Ship" and although he is now three score and ten, his devotion to his Brotherhood grows with his years.

Brother McEvoy is a native of the Empire State, coming down from a sturdy Irish race. His father heeded the call of the West and settled in Wisconsin. There in the early seventies George was struck with the fascination of railroading, and cast his lot with the C., M. & St. P. at Winneconne on the Northern Division. He still shows with pride a photo of the first engine he had charge of, the 75, with its balloon stack, big brass pumps, and old time contraptions which had a place on the locomotive in those days. You can also see the

famous old (Armstrong) brake with the fireman ready to swing on it, as you know engineers owned their engines in those days, 1875, and would consider it a crime if they were required to reverse them in order to stop. But things have changed since then—Mr. Westinghouse does the trick.

Although Brother McEvoy is 70, he looks much younger, and we feel that he will be with us for many years to come, at least we all hope so, as Brother George is a brother whom you are always glad to meet. He has a smile that never comes off, and when you are in his presence you feel as if you were in the company of a true and trusted



Bro. George F. McEvoy, Div. 66.

friend. Brother McEvoy has a ~~significant~~ reputation as a careful and ~~competent~~ engineer and the train crews that he has worked with in his days of railroading were always glad to see "Old George" couple onto their train, as they felt he would get them over the road if any one could.

It is interesting to hear Bro. McEvoy tell of the changes in the motive power of our railroads since he started nearly 50 years ago firing a woodburner. He tells about the strenuous times they used to have when stuck in the snow with those woodburners, and no blow-

ers on the engines, and no draught to the fire on account of the snow. The wood smoke would make it nearly impossible for the engine crew to stay in the cab, but it was an unpardonable sin in those days to let an engine die on the road if there was any possible way to avoid it. Those old time Master Mechanics would accept no excuse short of a boiler explosion for an engine not making her terminal.

A MEMBER.

Railroad Career of Bro. Joseph R. Baker, Div. 464

With the thought that some of my old friends might be interested to know that I was retired on pension on July 1st, I am giving you a brief of my

hela Division, being in road service the entire time with the exception of the last three or four years when I took a yard engine to ease the strain on the three score and ten years which I will reach before the year 1921 has passed over the horizon of time.

Am also the proud possessor of a G. I. D. badge, having been placed on the honorary roll in 1915.

Before closing I desire to take this opportunity to extend my sincere appreciation to all my friends for their every kindness during my association with them these many years and close, with the wish, that they too, will likewise some day, be permitted to enjoy the well earned rest to which we all look forward.

JOSEPH R. BAKER, Div. No. 464.



Bro. Joseph R. Baker, Div. 464

Sketch of Railroad Career of Bro. Wm. Millard, Div. 181

I was born in Rock County, near Janesville, Wis., March 30, 1849. I began as a brakeman on the Chicago and North Western Railroad in the fall of 1866. My experience as a railroad man follows: "The engines were all named and the engineers had regular engines. I was working south out of Janesville and remember the following men and engines: John Heath with engine General Grant, Yankee Wellington with engine St. Peter, Luther Smith with engine Illinois, Mike Sullivan with engine Minnesota, Jack Tripp with engine Calidonia, Tom King with engine Bartholomew, Carl Winslow with engine California; on the Madison branch was Charles Frothingham with engine Rockland, Lyman Brown with engine Geneva, in freight service was James Hecox with engine Koshkonong and Henry Coburn with engine Janesville. They were all wood burning engines.

I began work on the Rock Island the fall of 1870 braking out of Chicago to Rock Island, Ill., then transferred my work to that of a fireman in May 1872 firing a few trips for Cary Woods on engine No. 55 and then firing for O. M. Peaslee for 6 years on engine No. 29. Was promoted to engineer in the fall of 1876, ran work train one week then ran extra and fired until June 28, 1878, then took engine No. 13 to the Missouri Division and in the fall of 1887 was assigned a regular passenger run and

services as an Engineer for the Pennsylvania Railroad company.

I started to work for the Pennsylvania Railroad company as an Engineer on May 26, 1875 and worked in that capacity continuously until retired, making a total of 46 years past, 6 years of which was spent on the Pittsburgh Division and 40 years on the Mononga-

have had continous passenger service since that time for 31 years and 5 months and never had to go back in freight service.

When I was firing we received \$2.25 for freight service and \$1.70 for a hundred miles of passenger service. In 1878 the engineers were classed for 4 years; the first year was \$2.36 for a hundred



Bro. Wm. Millard, Div. 131

miles, the next two years I have forgotten but the fourth year was \$3.93 for a hundred miles and first class pay for freight was \$4.15 for a hundred miles and passenger pay was \$3.15 for a hundred miles, then we received a raise to \$3.50 on the heavy runs.

Was pensioned from the Rock Island March 30, 1919, having had continous service for 48 years and 5 months.

I joined Division 181 B. of L. E., May 9th, 1880 and took out an insurance policy and when the pension was started took that out and am now enjoying the B. of L. E., pension every month. When the C. B. & Q. strike came in 1888 I paid my share of the assessments and donations. Have served as chief of engineers of Division 181, for several years, have also been secretary and was sent as a delegate to the Chicago Convention in 1887.

I was married in 1871 to Miss Sarah A. Mead of Scranton, Pa., and have a daughter and two sons, both engineers, the daughter and youngest son at home and the older son working on the South-ern Pacific, Shasta Division, California.

The foregoing is a brief history of the railroad career of Bro. Millard. Bro. Millard, although retired by the age limit, is still strong and active, both mentally and physically and gives promise of having many years to live and enjoy his "Honorary Badge."

His practical Christianity, his integrity and his devotion to duty and the interests of the B. of L. E. have always been an inspiration to his associates and if the younger generation following attain the plane reached by "Dad" Millard they may truthfully feel they are not far from the top.

C. M. STANTON, S. & T. Div. 181.

Bro. Wm. Mangan, Div. 269, Honored

At a regular meeting of Division 263 held August 6, 1921, a banquet was tendered to Brother Wm. Mangan and the



Bro. W. Mangan, Div. 269

Honor Badge of the G. I. D. indicating the completion of a forty year term of continuous membership in the B. L. E. was placed upon his breast. Brother Mangan is still hale and hearty, and

bids fair to be good for several more years of service. A sketch of his career as a railroad man follows:

He began railroading April 20, 1870, and was first employed as engine wiper on the South Side Railroad of Long Island, receiving \$1.00 per day for his service. At that time there were only ten engines on the road none weighing more than 25 tons, and only four equipped with injectors. Brother Mangan's first promotion was to the position of fireman on a dummy engine. He was promoted to the position of engineer on May 20, 1875, running principally in the freight yard and ran a freight engine until 1881 when he was placed on the Sag Harbor mail and express, which trains he is still running. His wages at that time were \$75.00 per month, hours and miles unlimited. Brother Mangan was first initiated in Division 105. When Division 269 was organized in 1885 he was one of its charter members. He served on the General Committee for nineteen years and as its Chairman for seven years, was elected Chief Engineer for two terms and F. A. E. for six terms, and has held other important offices of the Division, besides being elected as delegate to the Pittsburg convention.

Brother Mangan is one of the type that is a credit to the Brotherhood. He is not only in the first rank as locomotive engineer, but is a citizen of high standing in the community. The responsible position he has occupied for so many years as a passenger engineer, and which he still holds, is one for which he is well fitted and his exemplary character and strict observance of the rules of the company he serves are the keynotes of his success.

A MEMBER. Division 269.

Bro. C. E. Leens, Div. 819, Receives Honorary Badge

Brother C. E. Leens was born in DeKalb, Illinois, on October 24, 1858. He moved to Creston, Iowa, in 1872, and began railroading as call boy on the C. B. & Q. Railroad in 1874, and was promoted to fireman in 1876, and qualified as engineer October 3, 1880, being at that time the youngest engineer in Iowa, not quite twenty-one years old.

He continued in the service of the

Burlington until the strike of 1888; after settlement of the strike Brother Leens came to North Carolina and entered the service of the Atlantic Coast Line, where he remained until January 1, 1921, when he was retired on account of failing health.

When the Washington Branch of the Coast Line was opened 29 years ago last June, Brother Leens and Conductor W. H. Ellsworth, were assigned to the same run and he has held it until retired.

Brother Leens joined the Brotherhood in Creston, Iowa, Division 112, in 1881, and on coming to North Carolina



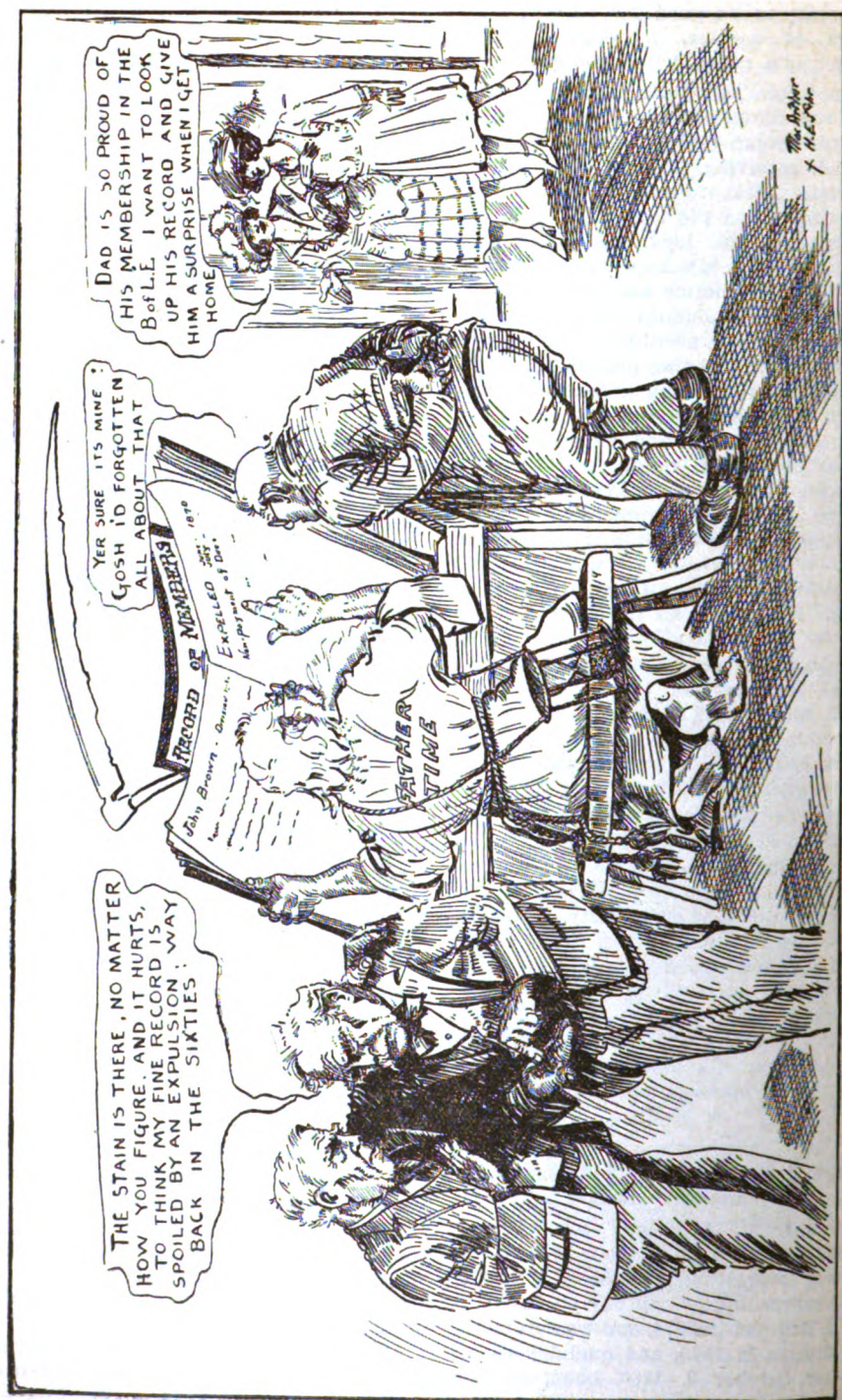
Bro. C. E. Seems, His Wife and Three Sisters. Mrs. Seems Stands on His Right

was transferred to Division 314, and when that road was redistricted was again transferred to Division 557 and when Division 819 was organized was again transferred into the latter where he now holds membership.

He was presented with the honorary badge of membership in the G. I. D. for forty years continuous membership in the B. of L. E. in June, 1921, which honor is greatly prized by him.

All members of Division 819 join in wishing Brother and Mrs. Leens health, happiness and prosperity in the days to come.

T. M. WATERS, S.-T. Div. 819.



HOW YOUR RECORD LOOKS WITH TIME.

TECHNICAL

Questions and Answers

By T. F. LYONS

DEFECTIVE COMPRESSOR GOVERNOR

Question. What defect will cause a compressor to run very slow and sometimes stop when the automatic brake valve handle is in running position, but will operate at the proper speed when the brake valve is moved to lap position? In what way does the position of the brake valve affect the action of the compressor? To remedy this trouble will it be necessary to change the brake valve?

M. P. D.

Answer. The compressor operating as intended when the automatic brake valve handle is placed in lap position, makes quite clear that nothing is wrong with the mechanism of the compressor, and for it to slow-up or stop when the brake valve is moved to running position, must mean that a full supply of steam is not reaching the compressor when the brake valve is in this position. This, then, brings us to the question as to how or in what way the brake valve controls the flow of steam to the compressor? The brake valve controls the flow of steam to the compressor in an indirect way, that is, the brake valve, when in release, running or holding positions, controls the action of the excess pressure head of the governor, which in turn controls the flow of steam to the compressor when the brake valve handle is in the positions named. Moving the brake valve handle to either lap, service or emergency position, cuts out the excess pressure head of the governor, and the compressor is now under control of the maximum pressure head, the air connection of which is direct to the main reservoir pipe. From this it will be seen that the trouble you are experiencing is due to the improper action of the excess pressure head of the governor, and if it is of the S-F type, this action may be due to the governor itself or to the feed valve failing to maintain the intended differential of pressures between the main reservoir and brake pipe.

As a remedy for your trouble would suggest that the air gauges be tested as it is necessary to know that the proper pressures are had; next, test and

adjust the feed valve to the brake pipe pressure desired, then adjust the regulating spring in the excess pressure head of the governor until the desired main reservoir pressure is obtained.

BROKEN EQUALIZING RESERVOIR PIPE

Question. I am running an engine in freight service, and we handle the long trains, and here the other day, while handling a train of 97 cars, I had an equalizing reservoir pipe break, which of course caused the breaks to apply and the train to stop. After coming to a stop I proceeded to apply the old time instructions of putting a blind gasket in the union of the broken pipe, and plugging the brake pipe exhaust port. But let me tell you something. I would like to have had the fellow with me that designed the H-6 brake valve, especially the service exhaust fitting, just to show me how to remove that fitting with a 15-inch monkey wrench and the coal pick. Well, I could not remove the fitting, therefore could not plug the exhaust port; so, after placing a blind gasket in the broken pipe, and releasing the brakes, we went on our way. The next time I used the brake I simply moved the brake valve handle to service position and left it there until the train stopped. The second time I used the brake, I moved the handle to service position and almost immediately returned it to lap position, and, much to my surprise, the brake pipe exhaust closed when the brake pipe pressure dropped 12 pounds. Now here is the strange part of it; when I moved the handle to service position, the black hand on the large gage dropped to the pin, which would indicate that all air pressure was taken from the top of the equalizing piston; then, after returning the handle to lap position, the pressure built up to 58 pounds, and this is something I do not understand; where did this air come from? After cutting off from the train I made several applications of the automatic brake, and would return the handle to lap position as quickly as possible but the black hand would remain at the pin. Now what caused it to creep up when coupled to the train? Would leakage past the rotary valve cause this? Where the service exhaust fitting cannot be removed, as in my case, is there any way for the engineer to control the amount of brake

pipe reduction when making an application of the brakes? T. P. H.

Answer. Where the equalizing reservoir pipe breaks the thing to do is blank the broken pipe and plug the service exhaust port; desiring to apply the brake in service the brake valve handle should be moved slowly toward emergency position just far enough to create the proper rate of drop of brake pipe pressure. Where the service exhaust fitting cannot be removed, the amount of brake pipe reduction may be controlled by the cut-out cock under the brake valve; that is, desiring to apply the brake in service, move the automatic brake valve handle to service position, watching the black hand on the small gage, and when the desired reduction is made, *gradually* close the cut-out cock. Remember that the sudden closing of this cut-out cock may cause the release of some of the brakes on the forward portion of the train. The build up of pressure above the equalizing piston after the brake valve handle was returned to lap position, and when engine was coupled to train, was due to leakage into this chamber of brake pipe air from below the piston. With the lone engine, the brake pipe volume being small, its pressure was reduced almost as rapidly as the pressure above the piston, consequently little or no air leaked by the piston.

AIR WHISTLE FAILS TO BLOW

Question. Where is the trouble, if, when the car discharge valve is opened and the proper amount of air is exhausted from the signal line, the signal whistle fails to blow? What, if any, tests can be made by the engineer to determine pressure in the signal line?

F. L. S.

Answer. With the signal line charged with air and the reduction of signal line pressure made in the proper manner, the whistle should sound a blast each time the cord is pulled. Failure in this may be due to a defective whistle valve; pipe leading to whistle cracked or stopped up; dirt in whistle, or bell improperly adjusted. With the E-T equipment, the reducing valve that regulates the pressure of the air used in the independent brake also regulates the pressure in the signal line, and the rate of flow of air to the signal line is

controlled by a choke fitting, in the absence of which it may be impossible to create a reduction of signal line pressure at the whistle signal valve when the car discharge valve is opened. To determine pressure in the signal line, with no test gauge at hand, place the independent brake valve in application position and note the pressure indicated on the brake cylinder gage; the signal line pressure will be two or three pounds less than this amount.

SIGNAL WHISTLE POPPING

Question. What makes an air whistle pop, or in other words, blow two or three times each time the signal cord is pulled? Is this in any way caused by the manner in which the cord is pulled?

F. L. S.

Answer. Where the whistle gives a greater number of blasts than intended the trouble will generally be found in a too loose a fit of the whistle signal valve stem.

The reason for this is as follows: When the signal cord is pulled, a reduction is made in the signal line which is felt in the chamber above the diaphragm; this causes the diaphragm to be raised, thus allowing air to escape from the chamber below the diaphragm to the whistle, causing it to give a blast. When the cord was pulled and the signal line pressure reduced, the reducing valve opened and commenced to recharge the signal line, and this rise of pressure being felt in the chamber above the diaphragm caused the valve to seat before the pressure below the diaphragm equalized. In a signal valve where the stem fits properly the pressure in the chamber above the diaphragm increases much faster than in the chamber below it; therefore the diaphragm is held down and a second or third blast does not occur. However, where the stem fits loosely both chambers charge at nearly the same rate, that is, the chamber above and below the diaphragm, and the diaphragm now being in a state of vibration the rapid rise of pressure past the too loose fitting stem will cause it to rebound, as it were, thus raising the stem and causing the whistle to give another blast. Where trouble of this kind is had it may be sometimes overcome by lowering the diaphragm stem in its bushing. This, however, is not

the work for an engineer, and should be cared for only by a mechanic skilled in this particular class of work. The length of the fit of the stem in its bushing should never be less than 1-32 of an inch, nor more than 1-16 inch, measuring from top of groove on the stem to the top of its bushing.

BURST SIGNAL LINE HOSE

Question. How would you stop the flow of air if the signal line hose burst between engine and tender? F. L. S.

Answer. Where a break of this kind occurs it may generally be repaired by using the hose from the front end of the engine; however, if the engine is not fitted with a hose at the front end, a quick way out of the trouble is to back off on the regulating nut of the reducing valve. Where this is done, and the engine is equipped with the E-T type of brake, you will have lost the use of the independent brake, and therefore this may be said to be poor practice. A better way would be to plug the pipe or put a blind gasket in one of its unions.

BRAKE PIPE REDUCTION NECESSARY TO APPLY BRAKES

Question. Will you please say what brake pipe reduction is necessary to cause the triple valve of the P-M equipment, the control valve of the P-C equipment, and the universal valve of the U-C equipment to move to application position when a service application is being made? How much of a reduction is necessary to set the brake in full, and what brake cylinder pressure is obtained in service and emergency with the different type brakes?

T. M. B.

Answer. Assuming that the valves of the different equipment are in fair condition it may be said that the triple valve will move to application position on a $2\frac{1}{2}$ to 3 pound reduction; the control valve of the P-C, 6 to 7 pound reduction; universal valve of the U-C, 4 to 5 pounds. The amount of brake pipe reduction necessary to apply the brake in full in service is dependent on the amount of brake pipe pressure carried; where but 70 pounds is used, a 20 pound reduction will set the brake in full with either the triple valve or U-C equipment, while a 16 pound reduction will give full application with the P-C

equipment; whereas with 110 pound brake pipe pressure 24 pound reduction is necessary to apply the brake in full, with either type brake. The maximum brake cylinder pressure, when using 70 brake pipe pressure, is 50 pounds with either the triple valve or U-C equipment, and 54 pounds with the P-C equipment; in an emergency application, 60 pounds brake cylinder pressure is obtained with the triple valve, 65 pounds with the U-C equipment, 54 pounds with the P-C equipment, but with the P-C equipment, this 54 pounds is obtained in both the service and emergency brake cylinders. When using 110 pounds pressure in service braking, 60 pound brake cylinder pressure is obtained with the triple valve and U-C equipment, and 86 pounds with the P-C equipment; in an emergency application with the triple valve, 85 pounds (which is gradually reduced to 60 pounds through the high speed reducing valve) is obtained in the brake cylinder, 104 pounds with the U-C equipment, 86 pounds with the P-C equipment.

UNDESIRE QUICK ACTION WITH THE E-T EQUIPMENT

Question. Will you please say if undesired quick action is ever had with the E-T equipment. Here recently, while handling a twelve car passenger train, we had trouble with the brakes going into emergency, and after careful inspection, it was thought the trouble was on the engine. There being no cut-out cock in the brake pipe connection to the distributing valve I closed the cut-out cock in the supply pipe, but this did not help matters any. Not wanting to delay the train while putting a blind gasket in the brake pipe connection to the distributing valve, and, not knowing whether this would do any good, we went on to the terminal. The engine taking this train from me had no trouble. Assuming that this trouble was due to the engine brake equipment, what might I have done to overcome it?

ENGINEER.

Answer. Where the distributing valve is equipped with a quick action cap and undue friction is found in the equalizing piston and its slide valves, or where the graduating spring is weak or broken undesired quick action may be

had when a service reduction is made. Closing the cut-out cock in the main reservoir supply pipe simply cuts main reservoir air from the distributing valve and in no way affects the movement of the equalizing piston and its valves; consequently, will give no relief for the trouble. Blanking the brake pipe connection to the distributing valve cuts out the automatic brake on the locomotive and therefore would have overcome the trouble. But as you say you did not want to cause a delay in doing this, the question now arising is, is there any other way out of the trouble? Now the reason for the brake applying in quick action is that the equalizing piston moving to emergency position causes the opening of the emergency port in the quick action cap, venting brake pipe air to the brake cylinder on the locomotive, causing a sudden drop of brake pipe pressure, and this sudden drop of pressure is responsible for the brakes applying in quick action throughout the train. Where this condition exists the trouble arising from it may sometimes be overcome by first applying the independent brake in full and then follow with the automatic application. Where this is done very little brake pipe air will be vented to the brake cylinders of the locomotive when the automatic application is made due to the fact that the brake cylinders are already charged to 45 pounds. While this may not always overcome the trouble, yet many instances are known where relief was had, therefore it is worth trying out.

LOCOMOTIVE BRAKE RELEASES

Question. I am running an engine in yard service, and am having the following trouble: Make an application of the independent brake and as long as the handle is in application position the brake will remain applied, but when the handle is returned to lap position the brake will release. Make an application with the automatic brake valve, and return the handle to lay position, and the brake will remain applied. Why does the brake remain applied with the automatic in lap and release with the independent in lap? I have examined all pipes for leakage, but have been unable to find any.

A. J. M.

Answer. It is evident your engine is equipped with the E-T type of brake and the brake not remaining applied in lap position of the independent valve is due to leakage in the release pipe, which is the lower pipe on the left side of the distributing valve. The reason the brake remains applied following an automatic application is that when a brake pipe reduction is made the equalizing piston and its valves in the distributing valve, moving to application position, blanks the port leading to the release pipe, therefore the application chamber pressure is not affected by leakage through the defective pipe. When the automatic brake valve is in running position, and the equalizing piston and its valves are in release position, the application chamber in the distributing valve is connected to the release pipe. If now the independent brake be applied, air from the application chamber will be free to flow to the release pipe, and when the independent brake valve is returned to lap position, the air in this chamber will escape to the atmosphere through the leaky pipe, thus releasing the brake. The reason the brake remains applied while the independent brake valve is in application position is that air is being supplied to the application chamber faster than it is leaking out through the defective pipe. To locate the leak place the independent brake valve in application position and leave it there while the inspection is being made.

BLOW AT DISTRIBUTING VALVE EXHAUST PORT

Question. 'What defect will cause a blow at the brake cylinder exhaust port of the distributing valve when the brake is released?

B. T. P.

Answer. This may be caused by leakage past the application valve, leakage in the gasket between the distributing valve and its reservoir, or, where the distributing valve is equipped with a quick action cap it may be due to leakage past the emergency valve. Any of the above leaks may cause an intermittent blow at the exhaust port when the brake is applied.

AMOUNT OF AIR REQUIRED IN CHARGING A TRAIN

Question. Will you please give a simple rule in figuring out the amount

of air required in charging a train of 100 cars from 0 to 70 pounds. T. R. E.

Answer. To learn the amount of air required to charge a train it is first necessary to know the size of the equipment with which the different cars are equipped. Let us assume a train where 50 of the cars have 10-inch equipment, and the remaining 50 having 8-inch equipment. Now, the auxiliary reservoir used with the 10-inch brake cylinder has a volume of 2800 cubic inches; while the auxiliary reservoir used with the 8-inch brake cylinder has a volume of 1600 cubic inches. The volume of the brake pipe of a single car is about 640 cubic inches. The combined volume of the brake pipe and auxiliary on a car having 10-inch equipment would therefore be $2800+640=3440$ cubic inches, and this multiplied by 50 will give the cubical contents of the first 50 cars, $3440 \times 50=172000$. Next, the combined volume of auxiliary and brake pipe on a car using 8-inch equipment, would be $1620+640=2260$ and this multiplied by 50 will give the cubical contents of the remaining 50 cars, $2260 \times 50=113000$ cubic inches, and this added to the volume of the first 50 cars gives a total volume of $172000+113000=285000$ cubic inches, or 165 cubic feet, the volume to be charged with an air pressure of 70 pounds. Now we know that 70 pounds gage pressure contains 5.75 atmospheres, but as there is always one atmosphere in the brake system at all times, only 4.75 atmospheres need be furnished by the compressor, which is $165 \times 4.75=784$ cubic feet, the amount of free air required to charge this 100 car train from 0 to 70 pounds. This does not take into account the amount of air lost, due to leakage which the compressor will have to compress while charging the train to 70 pounds.

AUTOMATIC STRAIGHT AIR

Question. In the July issue of the JOURNAL, in answer to an inquiry regarding the Automatic Straight Air Brake, it was stated that this type of brake was not in use on any steam road. As they are at present in use on four steam roads, and soon will be on the fifth, thought this information would be of interest.

M. E. H.

Answer. In answer to the question referred to it was the intention to say that this type of brake was not

adopted on any steam road, instead of "not in use" on any steam road, and we thank you for drawing attention to the error.

COMPRESSOR STOPS

Question. I recently had an engine equipped with the E-T brake, and with lone engine, the pressure would pump up to 70 and 100 pounds. After coupling to a train of 48 cars the pump would stop when the brake pipe pressure reached 60 pounds, and no screwing up on the feed valve would do any good. I finally screwed down on the pump governor to 110 pounds and the brake pipe pressure increased to 70 pounds. What defect would cause this?

C. J. G.

Answer. Your question is not quite clear as you do not state the pressure in the main reservoir at the time the compressor stopped. In reasoning out an answer to your question let us first say that the action of the compressor is controlled by the governor, while the pressure in the brake pipe is controlled by the feed valve. With full main reservoir pressure, if the desired brake pipe pressure is not obtained, it indicates improper adjustment of the feed valve or a defective valve. If the proper main reservoir pressure is not obtained it is due to a defective governor or one out of adjustment. For further information see the answer to the question asked by M. P. D.

LOCOMOTIVE BRAKE RELEASES

Question. A number of the engines on our road have the E-T equipment while others have the L-T equipment, and I have noticed that a leak in the application cylinder pipe will cause the brake to release following an independent application with the E-T equipment, but will not release following an application with the L-T equipment. Now as the control pipe of the L-T, and the application cylinder pipe of the E-T both connect to the chamber in front of the application piston, why will not a leak in either of these pipes cause the brake to release?

T. P. H.

There are 41,420 moving picture theaters in the world, according to latest statistics. Of this number, 19,215, almost half, are in the United States.

Letter to Bill
United States, Sept. 10, 1921.

Dear Bill:

I wanta call yer attinshen in this note to th cartoons be MacArthur in the Siptimber Journal. De ye no Mac? Ye don't. Well hees awl rite, an ye kin see be his wurk he nose th game frum A to Z an back agane. An Bill he has a wundherful imaginashun. He kin see things in his mind that you er I couldnt see if we wur looken rite at thim. So if ye wanta no about th labor situashen ye kin save time be looken over Mac's cartoons.

Ye kin see be thim that things are not goin rite in the labor world in the U. S. An beleev me too Bill things are goin bad in many ways. The ralerodes are hollerin fer low wages, an arre thryen to nock out th nashenal agree-mints an put th railroad labor boord outa bizness too, an the manufacktheres associashen an th chambers o commerce arre wurkin hand in hand fer wage re-duckshens, while prices are so hi that a wurking mans wages compared to th costa livin looks like an ate wheel in-gine cuppled to a thrane o cole hoppers a mile long, and if capital dont cum to its sinses thares brakrs ahead fer th industrheel ship, as Riley wud say.

The chamber o commerce sint out a queschenare lately asken its members wur thay forr er agin th open shop, an th noospapers say thay wur forr it to a man. Av coorse. Why not? It wur th same ez asken th mimbers o th bar tindrs union wur thay in favor o th cunthry goin wet agane, or asken Jay P. Morgan wur he in faver av a cut in wages o ralerode min, er asken him if Hinnery Ford didnt hav enuff to do to mind his own bizness av flooden th cunthry wud automobeels athout butten into th ralerode owners little game o graft an makin thim look like a lotta cheep krooks.

Yes Bill th chamber is verry bizzy. Its mane play is forr th "open shop." Ye dont no much about that. No. Well its about th same ez th open hunten seeson fer wild duck er rabbits er th like, whin ye kin shoot awl ye like athout breakin th law. Th mane difference is th game laws ony giv an open seeson fer shorrt times aich yeer, so awl th game wont be killed off, but th cham-ber o commerce wants th open shop fer

shooten union min awl th year round, mind ye, th same ez war in Ireland er bootleggin in th U. S. Thares another kinda shop called th "closed shop" whare th impleeys have sumptin to say about thare wages an wurkin cond-shens, but capital dont like that kind, an th chamber o commerce is as much agin it as th broory min arre agin th closed broories, so that shud giv ye a fare iday about how much thayre agin it.

One big lad name Rogers, a grate booster fer th open shop, an av coorse gettin pay fer it too, th same ez a capper fer a gamblin house, caus he aims it, he sez weel hav th cumpany union an th open shop at th same time. Verry well, so let thim go to it if thay wanta. When a fella has th roomatism bad he mite as well hav anything else at th same time an not hurt him, an if thay insist on th open shop thay mite ez well hav th cumpany union at th same time.

This lad Rodgers I minshend, he sez th open shop cumpany union combinashen wurks this way. Whin th min go into council wud th offishels awl th cards,—includin th joker, I suppose—are lade on th table, but no faces up, at laist he dont say so, but what harm, sez you, whin th offishels no thim be th backs. Av corse it wuddent be good manners to turn over th hand av an offishel faces up, that wud be th same as turnin over th cards av a frind in a poker game athout callen his hand, an sum min been shot fer doin it, fer ye hafta hav poker manners in a poker game, an so ye must hav impleeys man-ners at an "open shop" cumpany union council meetin wud th offishels an not turn anny cards over, er call any ones hand, no matter how good yer hand is, fer they mite can ye if ye do.

But Bill thare not goin to get a grate ways wud th open shop, er th cumpany union. Thares too much hot air in thare tawk. That kinda bunk wint yeers ago whin engineers useta ware thare pants in thare boots an ate navy plug. Thayre tellin th min now that when thayre wages are cut, if thay think thare not gettin a shquare deel, thay kin walk rite into th offis and see th books wud thare own eyes. Bill thats a rale joke. Did ye ever heer th like? Say fer instance th wages o th sickshen min arre cut in too like thay will, an

imagine Tony Caponi, er Mike Kar-pinski er Pete Malikoffsky er sum more o thim poor ignerant forriners goin into th mane offis wud fire in thare eyes to see if thay wur getten a shquare deel, an afther lookin over th books comin out shmilen like if thay got a raise in pay whin thay saw th books wur O. K. Thats th way th cumpany union is goin to wurk, so Rogers sez. Tellen thim poor divils about examinen th books o th cumpany rayminds me av th slite o hand performer whin he sez, anny boddy kin cum on th stage an see if I hav annything in me shleeve. Th ony difference is th ralerodes do th thrick o cutten th wages afore thay open th books, while th slite o hand performer shows his bare arm afore he turns his thrick.

That same lad Rogers thats boostin th cumpany union so sthrong sez afore th union wur formed he useta think half o th wurkmin wur all shlackers and bad eggs, but afther meetin th diligates elektet be thim face to face he changed his mind. Aint that wonderful, Bill? Yes, he sez, "I found thim so fare I felt we cud go half way wud thim on anny proposishen." Watta ye think o that Bill? Aint it th same kind o' hot air thay shoot in a confidence game. Confidence min arre always willin to go half way, an more than that, an th burgler er hold up man, thay'll akommodate ye be goin th hole way.

Yes Bill, capital sez th open shop an cumpany unions arre a shure go, an beleeve me if thay do it wont be a grate while afore sum other things'll go, such ez seeniority, an time an one half fer overtime, an th 16 hour law, an th 8 hour law, an th safety fursht law, er anny uther law thats anny good fer labor, an thay'll put sum more laws o' thare own invinshen in thare place that wud make th hare av an Amerikan Indian curl like a pigs tale.

The cumpany union is bad in manny ways Bill. Fer one thing, it gets th min too chummy wud th offshels fer th mins good. Whin sum o' th offshels let th min rub elbows wud thim, thay think such a grate honor shud be wurth sump-thin in dollars an cints—to th min—so to make it convanient thay take it outa thare pay. Soshabilitee is awl rite in th proper place. We no valve fle is awl rite in its proper place too, but a quart

in th biler wud make ye think ye wur usin sope suds, er sody water, an th nex thing yed no a sylander hed wud be nockd out, a krown sheet blown down er th hole biler blow up, an so th cumpany unions'll blow up wid too much soshabilitee.

Yes Bill, thares a' propper time an place fer everythin, but this is no time to thry to make cumpany unions. We have brotherhoods now that are fillen th bill fer th impleeyes in a way that soots thim. If thay dont soot capital, what harm. Capital hav things that dont soot labor, so thare ye arre, horse an horse, an what kick hav they, sez you? If capital thinks because times are hard an thares so manny min idle now that it have labor whipped inta line wud its plans, fer keeps, it'll wake up afther bizness picks up agane, to find th wurkers leavin th cumpany unions—if we hav any left—in dhroves, athout so much as sayen to th offshels, "be yer lave."

JASON KELLEY.

"Helpful Hints on Modern Locomotive Brakes" is a book gotten up by our Air Brake Editor, Bro. T. F. Lyons. This book is up to date, and of handy, vest pocket size. Price 50 cents. Address, T. F. Lyons, 546 109th St., Cleveland, O.

Demonstration of the Automatic Straight Air Brake on the Denver & Salt Lake R. R., August 10, 1921

The Automatic Straight Air Brake, with which most of our readers are familiar, is now in regular daily service on five railroads, namely: the Erie; Chicago & Eastern Illinois; New York Central; Norfolk & Western; and Denver & Salt Lake. On the first three, it is in passenger service and on the last two, it is in freight work.

The last to come into the field for freight service is the Denver & Salt Lake where a demonstration has been recently made that shows, to a remarkable degree, the flexibility and efficiency of the device.

For an engineer to fully grasp the situation he wishes to know the conditions under which the test is made and the grades that have to be negotiated.

The Denver & Salt Lake Railroad runs in a general westerly direction from Denver, Colorado, and at a distance of about 66 miles crosses the continental divide of the Rocky Mountains at an elevation of 11,660 feet above the sea. In this 66 miles the rise is about 6,600 feet or an average of about 2 per cent for the whole distance. But it is not an even straight climb. For the first 13 miles the road has a rise of 1.65 per cent. Then comes a run of about 40½ miles up a 2 per cent grade followed by a 4 per cent grade for 12½ miles. In addition to the grades the road is exceedingly crooked. It doubles back on itself so that the air line distance from Denver to Corona at the summit is only about 50 miles.

It is on the reverse of this run that the brake demonstration under consideration was made. This means a run of about 53 miles, the first 12½ of which was down a 4 per cent grade and then 40½ miles down one of 2 per cent.

The road serves the coal fields of Colorado and this coal has to be hauled over the mountains to the market in Denver.

Up to the present time, and ever since the road was built the traffic down the mountain has been limited to the load that the air brakes could be made to hold with a single engine and this has been 1,250 tons. Every ton that could be added to this load was so much added to the efficiency of the road. To double it would be to cut the cost of hauling almost in two and this is what was done with the demonstration train of the Automatic Straight Air Brake. The train weighed 2,431 tons and consisted of 34 cars.

At Corona, the head of the grade, all of the triple valves were put into graduated release, which corresponds to the ordinary setting up of the retainer valves, no retainers being used with these brakes. This position of the triple valve makes it possible for the engineer to hold his brakes on continuously and indefinitely, graduating the brake cylinder pressure on and off to meet the momentary requirements of the run.

And so this double weight train was lowered down the side of the Rocky Mountains at speeds that ranged from

6 to 15 miles an hour with an average of 9.4 miles. And what is more the run was made with perfect smoothness and freedom from shock due to slack action.

One stop of the train was made approaching a 16° reverse curb on the 4 per cent grade which demonstrated that there was ample braking power in reserve. Three minutes after the stop, the train was again in motion as it was not necessary for the engineer to wait for the brake cylinders to leak off through the brake cylinder packing and the retainers. The release of the brakes was entirely in the hands of the engineer.

The brake pipe pressure was 100 pounds, which is the usual practice on this grade, and with the exception of two instances was at no time reduced below 75 pounds. The first was to 65 pounds, caused by an over-reduction on the most difficult portion of the grade, necessitating the engineer working steam and immediately releasing the brakes to avoid stalling. The other was an intentional emergency reduction made at the foot of the 4 per cent grade for the purpose of spotting the train for a photographer, and to determine the effect in retardation and shock. The observers at various points on the train reported these results ideal.

The maximum brake pipe reduction made at any one time was 25 pounds which developed a brake cylinder pressure of 67 ½ pounds. The number of brake applications and graduated releases in the first 4½ miles down the 4 per cent grade was 12. In the next five miles there were 17, and in the next 3 miles there were 6, making 35 in all or about half of the number of cycles usually made with the standard train of 1,250 tons.

The effect of this moderate and continuous braking on the wheels was that, when stops were made at 4½ and 9½ miles from the summit to examine the wheels for temperature, there was not one in the train that could not be touched with the bare fingers and without discomfort, a truly remarkable condition, when the wheel temperatures usually obtained on such grades are considered.

The engine used was a consolidation having a tractive effort of 44,000 pounds

and fitted with the No. 6, E. T. brake equipment and one 9½ inch and one cross compound compressor, but only the cross compound compressor was used in descending the grade. The main reservoir pressure was 140 pounds. The brakes were handled throughout the run by the traveling engineer of the road, Mr. Charles Peterson.

On this demonstration the one feature of regret was that the maximum tonnage which the A. S. A. brake could handle on four per cent grades was not established as it was the unanimous opinion of the engine and train crews and all of the observers including officials of the Denver & Salt Lake Railway that 50 cars could have been handled as safely and smoothly as the 34 cars with which the demonstration was made.

The Boomer's Philosophy

Owing to a slump in business on the A. B. & C., the assembly room at the beanery was a bit more crowded than usual. The topic of the evening was the reported discontinuance of the railroad safety committees. Some contended it was better so, as they were only a fake, anyway, while others defended them, but the majority, moved largely by that rebellion so prevalent among railroad men in latter days, held that the whole safety movement was purely a bluff.

The subject was about to be dropped with a verdict of N. G. for the railroads, when the old boomer who had waited until the returns were all in, took up the tangled threads of the discourse and turned the tide in favor of safety work, saying that so long as there was any attempt at safety on the part of the company there was hope for some good results, and that the worst condition imaginable is where there was not even a pretense made in the interest of safety. Why, said he, after lighting a fresh stogy and gazing thoughtfully through the cloud of smoke he emitted, as if recalling to mind visions of other days, why boys if you had railroaded in the early days when safety work was unknown, you could better understand my position. It used to be the custom back in the eighties, when an engineman or trainman was

killed on duty to drape the engine or caboose in mourning for a period of thirty days, and it became such a regular thing, even on what were considered good roads, that the practice was forbidden by the companies as being bad advertising for the road. In addition to the great number of fatalities there were an innumerable number of cripples made, so that there were few old timers who did not show marks of their trade with crippled hands from the link and pin couplings when there were a thousand different kinds of draw bars and "dead woods" and no standard height for same, as there is at present. It was a common thing then for a trainman to have his wet glove freeze to a link when making a coupling, or catch in a sliver on the rough link so as to hold his hand till the draw bars closed on it. Brake wheels would come off the staff for want of a nut and let the brakeman "down between," and break-in-tuos were a common source of danger, as were also the stub switches, pilot bars and the crude mechanical construction in general. But with all this, or let me say, in spite of it, the most dangerous things we had to contend with was the utter recklessness of the men themselves, nearly all of whom boozed a little, and most of them a good deal, so that to see a man going out drunk was not a rare thing and a whole crew, including the enginemen, might be tanked up a little or much without attracting unusual attention.

Those were the days of safety last, if indeed it was at all considered, all of which is in striking contrast to railroading of the present time, with so many mechanical safeguards around us and real efforts being made by some railroads, the New York Central for instance to promote safety. I have referred mostly to the hazard of train men, but let me say in passing that you can understand what it meant to the engine crew to find a short flag, or none whatever in a fog, or on a curve, and nothing to stop with but the whistle.

No, boys, don't knock the safety movement, for you are the greatest gainers by it. Boost it all you can for it will be a real misfortune if the work already so well begun should be permanently discontinued. The only fault

that I can see is that Safety First work is not general enough, and I believe it never will be a complete success until the work is standardized, directed by the government or other centralized authority and made to apply to every railroad in the country. Thus ended a discourse that won many converts to the work of Safety First.

J. K.

A Record Run and the Lesson It Teaches

The Erie Railroad management recently sent a big Pacific type locomotive hauling its heavy Chicago-New York Express train, over three consecutive divisions from Jersey City, New Jersey to Hornell, New York, a distance of 333 miles. The engine was fired by an Automatic Stoker and the train arrived on time. The return trip was repeated the following day with the same satisfactory result.

The engine steamed freely and at no time was it necessary to resort to hand firing, nor was there any occasion for using the rake throughout either trip.

This performance is interesting from the fact that it represents a near approach to perfection of the pooling system of handling locomotives. It used to be thought that an engine needed a certain amount of rest and grooming between trips. The pooling of power very soon removed that idea, for they received neither rest nor grooming, and still were quite serviceable, if not just as agreeable to run as before. The only real obstacle in the way of running them right back or clear through was chiefly on account of the condition of fires after reaching the end of the division, but the Automatic Stoker has evidently removed that obstacle so that a run over two or more divisions of road is now practicable. The only objection to that practice would be when there would be so much difference in the grade of road that the power would not fit the service, but even in such cases, unless the difference is great, it pays to run the power over more than one division.

An idle locomotive is not like money in the bank, for it earns nothing between trips, while the cost of terminal handling such as cleaning fires, coaling, turn table and roundhouse service is

costly, so if the practice of running power through will effect some economies, which we are sure it will, and that saving is applied to an improvement in the upkeep of the power, which under the new system, would seem to be necessary, then we favor the system, for we have long been weaned from the regular (my) engine, and can now adapt ourselves to circumstances, with a readiness that is surprising, even to ourselves.

The most interesting thing about the performance of an engine going over three divisions with its train, is the degree of perfection to which the Automatic Stoker has attained, and the fact that locomotive development has taken one more step towards centralizing the responsibility for locomotive operation in the engineer more completely than before, thus adding to his prestige if not to his compensation as a most important factor in locomotive and train operation.

In Georgia

First darkey: "Is you all got a job Sam?"

Second darkey: "I sho is."

First darkey: "How much pay is you all gittin'?"

Second darkey: "I ain't gittin nuthin. I's wurkin on th wata melon dock."

First darkey: "Oh!"

The explanation, though not definite, was clear enough for any Georgia darkey to understand, for it would be regarded as most unreasonable for any darkey to expect pay for working on the "water melon dock" in Georgia.

America's Most Famous Train

The first passengers in the State of New York to ride on a train drawn by a steam locomotive were hauled by the De Witt Clinton engine on August 9, 1831, over the Mohawk & Hudson Railroad, the original unit of the New York Central system.

The first trial trip of the locomotive was made on July 30, 1831, and on August 3d it made the trip from Albany to Schenectady, a distance of 17 miles, in 1 hour and 45 minutes. The maximum speed attained on the trip when the De Witt Clinton carried its first passengers was 30 miles an hour.

Official opening of the Mohawk & Hudson Railroad was delayed until September 24, 1831. The occasion was observed with a grand excursion. The imposing train was to have been drawn by the Robert Fulton, an English-built locomotive about twice the weight of the De Witt Clinton. It failed to do the work and the De Witt Clinton was used with almost perfect success.

Upon arrival at Schenectady, the excursion train was greeted with music by bands and the roar of cannon, a public celebration having been arranged to observe the event.

The De Witt Clinton made the return trip from Schenectady to Albany with five coaches in 38 minutes.

Not only does the De Witt Clinton hold rank as a locomotive that pioneered the way in steam passenger service in America, but it also ranks as one of the pioneer engines in world railroading. It was only 11 years after the first public railroad had been planned in England that the historic locomotive pulled the first passenger train over the Mohawk & Hudson Railroad.

The De Witt Clinton was built by the West Point Foundry, New York, in 1831. It was taken from New York to Albany by tow boat, arriving at its destination on July 25th. It was put on the road on July 27th and made its first trip on July 30th.

The De Witt Clinton, as first built, weighed only 6,758 pounds, but as remodeled the locomotive weighs 9,420 pounds. The weight of its tender is 5,340 pounds, and each coach weighs 3,420 pounds, making the total weight of the train 25,020 pounds.

It is interesting to compare the weight of the De Witt Clinton train with that of a modern Pacific type locomotive used by the New York Central Company. The combined weight of the De Witt Clinton engine in its original state and its tender was 12,098 pounds. This is less than the weight of a pair of driving wheels of a Pacific locomotive, which weigh 13,000 pounds.

The standard Pacific type locomotive weighs 276,000 pounds, which is about eleven times the weight of the entire De Witt Clinton train. The tender of a Pacific locomotive, when loaded, weighs 158,000 pounds, making the combined weight of the engine and tender 434,000

pounds, or just a little more than seventeen and a half times the total weight of the De Witt Clinton train.

The De Witt Clinton locomotive is 12 feet 10 inches long; the length of the tender is 10 feet 11 inches, and each coach is 14 feet long, making the length of the train 65 feet 9 inches. A Pacific type locomotive, without its tender, is 47 feet $8\frac{1}{2}$ inches long, and including its tender its length is 78 feet $2\frac{1}{2}$ inches, or 12 feet $5\frac{1}{2}$ inches more than the total length of the De Witt Clinton train.

Plans for the De Witt Clinton locomotive were made by John B. Jervis, Chief engineer of the Mohawk & Hudson. Dave Matthew was the mechanic who built the locomotive and he was also its first engineer. The first conductor on the De Witt Clinton train was John T. Clark. The records show that the first fares were collected on the train by Marquis de Lafayette Williams.

The coaches of the De Witt Clinton train were built on the lines of the post coaches of that day and bear little resemblance to a modern passenger car. Each coach has three inside seats and an outside seat on each end across the top of the coach, affording accommodations for eighteen passengers. A contract let to James Gould of Albany on April 23, 1831, for the construction of six coaches specified that each coach was to be built and mounted on a railroad company carriage frame for \$310.

The De Witt Clinton continued in active service for fourteen years. It was then stored at Karner, near West Albany, New York, from which place it was moved to New York City in June, 1920, and placed on exhibition in the east gallery of the Main Concourse of Grand Central Terminal. It is conservatively estimated that during the past year the historic train has been viewed by more than a million persons from all parts of the world in this busiest of passenger stations.

The Mohawk & Hudson Railroad was chartered by Act of the New York Legislature on April 17, 1826. It was the first railroad chartered in the State of New York.

From the insignificant beginning made by the builders of the Mohawk & Hudson Railroad, there have been developed the New York Central Lines—

a system now operating 12,550 miles of main line track, serving twelve states which contain 51,530,784 inhabitants, or 50.3 per cent of the population of continental United States, as well as two provinces of Canada. The territory served by the New York Central Lines produces 64 per cent of the manufactured products of the United States and mines a similar proportion of the country's coal. The two provinces served have the larger part of the population and the bulk of the manufacturing industries of Canada.

The De Witt Clinton train, the marvel of ninety years ago and the curiosity of today, was the progenitor of the "Empire State Express," the "Twentieth Century Limited" and other famous trains that have given America preeminence in railroading. It was named for New York's seventh governor.

On the trip to Chicago the De Witt Clinton made several runs of five or six miles under its own power, the most notable being on the Hudson division at Harmon, where the old engine was tuned up in the New York Central Railroad shops, and on the tracks opposite Riverside Park, New York City.

The celebrated locomotive "999," which, while hauling the "Empire State Express," set the unequaled speed record of 112.5 miles an hour on May 10, 1893, was the escort of the De Witt Clinton on the exhibition trip to Chicago. The past year the "999" was assigned to hauling passenger trains on the Pennsylvania division, in the Beech Creek coal mining district, being now in its twenty-eighth year of active service.

Just Can't Smile

However great the hurry or the tonnage
of the train,
I rarely yield to worry tho at times I
get a pain;
As when I've had a rotten rail and not
a grain of sand.
My patience, even then, don't fail, my
self-control is grand,
I can still feel gay no matter, just how
some things may go,
But I just can't smile or chatter when
the steam is getting low.

When everything is all O. K. and she is
steaming fine,
The work seems just the same as play as
I go down the line;
When she clips them off, a minute, or
less, to every mile,
There's really nothing in it then for any
guy can smile;
Yes, it's easy to be cheerful when things
are breaking so,
But we all grouch something fearful
when the steam is getting low.

It's so with you, it's so with me, we're
very much alike,
We bear some troubles manfully as we
go down the pike.
No matter if the tonnage drags for then
we're not to blame,
Or, if the train dispatcher nags, for
that's all in the game.
Yes, we can smile and fight like sin
'gainst rain and frost and snow,
But cannot even crack a grin when the
steam is getting low.

Jason Kelley.

Train Rules—Standard Code

BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

BY G. E. COLLINGWOOD

St. Louis, Mo., Sept. 1, 1921.

The Manual block system has just been put into effect on our road. Please advise if a yard engine has authority to run by a red block signal in yard limits? The word "Block" is defined as "A length of track of defined limits the use of which by trains is controlled by block signals except that for other than first and second class trains and trains running on a special schedule the length of track so defined does not include that within yard limits."

A MEMBER.

Answer. When manual block rules are in use on a road it is the practice to require yard engines, before occupying the main track, to get permission from the signalman. The signalman communicates with the train dispatcher and will then instruct the yard engine how long it may use the main track. When the time is up it is the duty of the conductor of the yard engine to be clear of the main track and he must report to the signalman just as soon as the yard engine is clear. It is not necessary under such circumstances for the yard engine to obey the indication of the manual block signals that may be located within the yard limits at the point where the yard engine has permission to hold the main track. But if there is an automatic block signal within the yard limits the yard engine must obey its indications.

When a yard engine asks permission to use the main track it must be ex-

plained to the signalman the exact territory over which it is to move and it will then be given a time limit to work, if there is time enough so it can do so. The time limit which the signalman gives to the yard engine is for the purpose of clearing the time of some expected train of the first or second class, or that is running on a special schedule.

—
Denver, Colo., Aug. 31, 1921.

On the following work train order please explain what trains should have this order? Also explain what effect this order will have on No. 705 and what the work extra can do with respect to No. 705?

Order No. 1, "Work extra 15 work 6.01 A. M. until 6.01 P. M. between C and P protecting against all trains except No. 705."

H. J. M.

Answer. Under the order the work train may work between the points mentioned between the times stated under flag protection on the time of all trains except No. 705. The time of No. 705 must be cleared. This means that the work extra must protect against extra trains as well as regular trains.

When a work train order is issued and no mention is made of extra trains, the work extra must, whether standing or moving, protect itself against extra trains in both directions; and it must also clear the time of all regular trains unless the order otherwise states.

In this case the work extra was instructed to protect against all trains except No. 705. That is, it could work on the time of all regular trains except No. 705, but it had to clear the time of No. 705 because it had not been instructed to protect against that train. When the words, "protecting against" are used in connection with an extra train they mean one thing and when used in connection with a regular train they mean quite another thing. For example, when an order is issued to a work extra reading "Work extra 292 protects against No. 55 between D and E" it permits the work extra to work on the time of No. 55 under the protection of a flag. No. 55 receiving the order must run expecting to find the work extra protecting itself. But when an order is issued reading, "Work extra 292

protects against extra 76 east after 2.10 P. M." the work extra must protect against the extra after 2.10 P. M. The difference is this: in the absence of an order to protect the work extra must clear the time of a regular train, but may work against extra trains without any protection. It follows that an order to protect extends the rights of the work extra in case of a regular train but limits the work train's rights in case of an extra train.

In the case under consideration the order must be addressed to all regular trains and to all extra trains.

—
Denison, Texas, Aug. 24, 1921.

I would like to have your understanding of Rule 217 in regard to the delivery of an order to a train at a blind siding. How many copies of the order should the operator furnish when sent in the care of a certain train? Should there be a clearance card sent to the train at the blind siding?

There is a great difference of opinion on this subject. Some say three copies and others say five copies—one for the engineman and one for the conductor of the train addressed, one for the signature of the crew at the blind siding and one each for the conductor and engineman of the train in whose care the order is sent.

H. M. J.

Answer. Three copies of a "31" order are sufficient for the operator to deliver to the conductor of a train when such conductor is to deliver the orders to a train at a blind siding. One of the copies is for the conductor and one for the engineman of the train at the blind siding. The other copy is for the conductor in whose care the order was sent, so that he can take the signatures of the conductor and engineman of the train at the blind siding.

When an order is sent to a train on a blind siding it should not be addressed in care of a train, but should be addressed in care of some person on that train: such as the conductor or engineman. It is not necessary that both the conductor and engineman should have copies of the order which they are to deliver when it is only addressed in care of one of them.

It is not necessary to deliver a clearance card with the orders to the train

at the blind siding unless the road has a special rule requiring that a clearance card must be delivered with all train orders. Roads that require the numbers of orders to be shown on the clearance card or that require the total number of orders delivered to be shown usually have such a rule. Where the rule is in effect a clearance card must also be delivered.

When a "19" order is sent to a train at a blind siding it is only necessary to send two copies of the order to the train.

Cincinnati, O., Aug. 27, 1921.

Three engines are to be run light over a division, coupled together. We are operating under standard rules. The engineman of the leading engine (500) received the following order: "Engine 500 display signals and run as first 50 A to Z."

Under Rules 20 and 22 please advise just what signals would be displayed by the three engines which compose this train?

H. M. B.

The three engines coupled together and running as first 50 from A to Z would be considered a train and under Rule 20 and 22 as revised in 1915 each and every engine would be required to display the classification signals. The first and second engines would not display markers, but the last engine would display markers in accordance with Rule 19.

When this train is moving over the division, if the leading engine should cut off for any purpose and leave the train (the other two engines), the second engine would be displaying the signals for protection of the following section. The object in having all the engines display the classification signals is so that should an opposing train arrive and see the two engines without either having classification signals it would be taken for No. 50 and the opposing train might proceed with serious results. This could easily occur should only the leading engine be required to display signals and the leading engine should cut off and go to some back track, or round house, out of sight of opposing trains. Before the rules were revised in 1915 only the leading engine was required to display signals. This

caused several accidents and the rule was changed to better protect following sections.

In order that the signals be displayed on all engines the rule provides that "When two or more engines are coupled, each engine shall display the signals." If the engines are not coupled together, that is if they are back in the train, and separated, then it is not necessary for each engine to display the signals.

Questions and Answers

By JASON KELLEY

Question. On an engine having inside or outside admission valves and direct or indirect valve motion what would be the effect if front end of main rod was keyed $3/16"$ too long, back end, also $3/16"$ too long and main wedge set up to advance wheel $3/16"$. Engine has $5/8"$ clearance in front stroke and $3/8"$ in back stroke.

S. C. R.

Answer. If main rod could not be made $6/16"$ too long by keying both ends of main rod unless they were first lined up wrong nor would the setting up of main wedge change the clearance as originally divided between forward and back ends of cylinder. The effect of lengthening rod would reduce the clearance as much as the rod was too long which you say was $6/16"$ and as the clearance was originally $5/8"$ or $10/16"$ there is $4/16"$ or $1/4"$ of clearance left. The effect of this reduction of the clearance on the steam admission would not be apparent in the working of engine, nor is it likely there could be any indications detected in the sound of exhaust, no matter what the lead and no matter if the engine have direct or indirect valve motion or inside or outside admission valves, although we do know that the lengthening of the rod would reduce the amount of steam space in forward end of cylinder, at any cut off, as much as the rod was made too long.

Question. What should be the distance between the bottom of the center of smoke box to the bottom of center of draft plate with 20-inch cylinder, a nozzle tip $1/4$ size of cylinder and firebox 4 feet wide and 9 feet long and burning Illinois clinker coal and have the engine clean the sparks out of smoke box. What percentage of the diameter of cylinder

should it run? All the engines have 1/2" diamond shaped bridge across nozzle tip to make them steam. S. C. R.

Answer. There can be no hard and fast rule for the distances between center or lowest point of smoke box and the bottom of draft plate (diaphragm sheet). The position of the plate would depend upon the effect of the draft on the steaming of the engine and the cleaning of front end. If it were too high there would be a better division of the draft through the firebox, also a better distribution of the heat from firebox over the heating surface in firebox and upper flues, but if the engine would not clear the smoke box of cinders then the sheet would have to be lowered to a point where the restricted opening, having the same effect as restricting a nozzle opening, would so intensify the draft circulation that it would keep the front end clear of sparks, or cinders.

But the extent of this opening, this space between bottom of smoke box and draft plate, will vary with different engines of the same type just as the steaming and the work the engines can do will vary.

The size of cylinder would of course make a difference in the extent of opening in front end as the larger size of firebox and greater heating surface would call for a large volume of circulation of air and gases of combustion, but even with uniform sizes of engines the opening between bottom of smoke box and bottom of draft sheet would vary as it would have to be made as already stated to correspond to the needs of the engine for steam and the cleaning of the front end. The bridging of nozzle or whether the engine was used in yard or road service would make no difference.

Question. What is the Pyrometer and how does it help the engineer to handle engine economically? **M. S.**

Answer. The Pyrometer is a device used on superheated locomotives, which is connected at one end to the steam pipe or steam chamber of the locomotive; the other end to a gage in cab which registers the temperature of the steam in the steam pipe or steam chest.

It tells the engineer when the temperature of the steam varies, thus warning him of some fault in the firing or condition of fire, or high water, or

stopped flues, either of which would cause a lowering of steam temperature and consequent loss of efficiency of the engine.

Question. About how much has the locomotive been improved by modern invention? What are they and how have they helped? **B. R.**

Answer. We measure locomotive improvements by the increased hauling power to a given proportion of boiler and cylinder capacity, and on that basis of reckoning it is a conservative estimate to put the improvements at an average of forty percent. This has been brought about by the brick arch, the superheater, the feed water heater and the Booster. The brick arch has improved combustion and distribution of heat in firebox, the superheater has more perfectly utilized the heat units of combustion by reheating the steam so as to overcome the loss from cylinder condensation of the engine using saturated steam, the feed water heater has utilized the waste heat of exhaust to reduce the tax on the boiler and the Booster has provided a reserve power to improve the starting power of the locomotive, which may be also brought into use to help trains over the ruling grades, or peaks of a division, thus adding to the tractive power needed for a certain tonnage movement without actually increasing the size of the locomotive proper.

Question. What proportion of locomotives are now using superheated steam? **ENGINEER.**

Answer. There are no figures available on that score, but all road locomotives built for American railroads during the past two years were equipped with a superheater.

Question. We are told that the draft pipe is to regulate draft through fire, also that the diaphragm sheet is for the same purpose, but when both are used in the same front end which governs the draft? **ENGINEER.**

Answer. A front end having a diaphragm sheet has no use for a draft pipe, and if there is one it serves merely as an extension of the smoke stack. The draft pipe ceased to function as a draft regulation when the diaphragm sheet was introduced. There is really no such thing as a draft pipe now in the sense we used to regard it, when it regulated the draft more perfectly

than has ever been done by the diaphragm sheet.

Question. What is the latest instruction as to handling throttle of superheater engines? ENGINEER.

Answer. Superheater engines when working normally should be handled with full throttle and the variations of power controlled by reverse lever. This practice may be varied from as judgment dictates as when starting and drifting or when cylinder lubrication is sluggish or the grade is such that a cut off of 25 percent has already been made and there is a desire to further reduce the power when the throttle should be eased off.

Question. Is the expansive power of superheated steam any greater than that of saturated steam? If not, where is the gain from superheating? H. H.

Answer. The expansive power of superheated steam is used more effectively than that of saturated steam owing to the higher cylinder temperature maintained when superheated steam is used. A considerable source of loss in power in the locomotive is due to condensation of steam in the cylinders, which loss is minimized by superheating, which accounts for the greater efficiency of locomotives using superheated steam.

Question. When the diameter of a driving wheel is measured, is the tire included? MEMBER.

Answer. Yes.

Question. At how short a cut-off should the engine be worked? Member.

Answer. A cut off of 25 percent is regarded as the shortest to get good results in steam economy and lubrication.

Question. What would be the cut-off in full stroke? MEMBER.

Answer. It would vary with the length of cylinder, but it should be about twenty-one inches in a twenty-four inch stroke engine or $7/8$ of the length of cylinder.

Instructions Governing Care and Operation of Locomotive Booster for Engineers

Purpose: The purpose of the Locomotive Booster is to provide—first, additional starting effort; second, additional effort on grades at speed below twelve miles per hour. Interpreted in

terms of common use this means that the Locomotive Booster applied to the Trailer Truck of either passenger or freight engines constitutes a reserve power available when wanted but totally inoperative when not needed. It will readily be seen that with this reserve power additional tractive effort can be brought into play either when starting a train or as an aid in negotiating grades to prevent stalling. The belief sometimes commonly held that the Booster is a tonnage hauler is erroneous. Its purpose is primarily indicated by its name—namely, a *Booster*, to aid in starting or to prevent stalling.

Description: Locomotive Booster consists essentially of a two cylinder horizontal piston valve engine mounted in the Trailer Truck and equipped with gear connection for driving in forward motion. The engine is of an extremely simple type consisting of two 10x12 cylinders with piston valves taking steam direct from the dome. Steam is admitted to the cylinder $3/4$ stroke and has no variation in cutoff. This steam admission is controlled automatically and is arranged to be cut in at will of the Engineer and to cut out at a predetermined speed of 12 miles per hour. The steam is admitted through an air control throttle arrangement passing down to the Booster through a steam pipe equipped with suitable flexible joints for connection to the steam chest of the Booster Engine.

Exhaust is carried through similar flexible connections from the Booster Engine either to the tender cistern, the atmosphere or to the stack of the locomotive as may be preferable.

The machinery of the Booster consists essentially of a crankshaft driven by the Booster Engine which in turn drives the Idler Gear so placed as to mesh with another Gear on the Trailer Axle when thrown into mesh by means of the automatic air operated clutch. When so engaged the Booster is ready to exert its effort, driving the trailer axle and making thereby a temporary driving axle to assist the main driving axles in starting or exerting increased effort on the point of stalling on hills. This Idler Gear remains in mesh and exerts the effort of the Booster until the train has reached a predetermined maximum speed of 12 miles per hour

at which time the Engineer has reserve power left from the main engine, not requiring the aid of the Booster as such time is reached.

The Idler Gear is automatically released by the reverse lever which is pulled back to reach a predetermined point so it disengages the latch of the pilot valve. This brings the Booster to a state of rest in which condition it exerts no power but reverts to its original status of a reserve power held in storage.

Operation: The preliminary duties of the Engineer are—first, to provide proper lubrication for Booster Engine. This is taken care of similar to that on the main locomotive. That is, he should start the Lubricator far enough in advance so that the lubricant will reach the cylinder before the Booster is operated. Having satisfied himself on this point his next duty is while the locomotive is on the waiting track, waiting to be coupled to the train, for him to apply the independent air brake, place the reverse lever in extreme forward motion so that it will engage the latch when raised and operate main throttle valve so that the Booster will function. After pressure shows on the Booster gauge, throttle valve should be closed and latch disengaged. This operation should be repeated two or three times for the purpose of forcing the condensation out of Booster cylinders. This provides the full effort of the Booster to be exerted. When starting with train from station also allows the condensation in cylinders to seep out. The Engineer should make close observation regarding the proper functioning of the gear and control. That is, practically no time should intervene between the meshing of the gears and the functioning of the control; should he notice any lapse of time between the functioning of the gear and the control a report should be made of same on arrival at the terminal.

Enginemen should release the latch immediately if Trailer wheels start to slip and not raise the latch again until the slipping has stopped. In approaching passenger stations or on grades where experience would indicate that the trailer wheels are liable to slip, sand should be dropped a sufficient distance back so as to decrease the liability

ity of the Trailer wheel slipping. If found that the combined efforts of the main engine and Booster will not start train when standing and it is necessary to take slack, it will be found that in passenger service it will not be necessary to take the slack of the entire train but instead that of the first two or three cars by doing so it has been found that the train will move off smoothly in the second attempt.

Summary: The first care of the Engineer on taking a locomotive equipped with a Booster is to determine that the boiler valve is open and main reservoir pressure is reaching the reverse lever pilot valve. Next, see that the lubricator is filled and properly feeding. The booster is then in readiness for use. The first operation (after making sure that all water of condensation is out of the pipe and cylinders) is that of raising the latch and opening the main throttle. Use care to see that the slack is not stretched too quickly by the combined effort of the main engine and the Booster.

Having started with the Booster in operation attention should be paid to slipping of the trailer wheels and if such occurs the latch should be knocked down and not lifted again until the slipping has entirely ceased. If no slipping occurs the Booster should remain engaged until automatically cut out as the pre-arranged speed of 12 miles per hour is reached or at less speed if so desired by the engineer.

Should it be necessary to again use the Booster for the benefit of the reserve power to prevent stalling, the same operation applies, that is, raise the latch and allow the Booster to work at speeds of below 12 miles per hour. To disengage the Booster, that is accomplished by knocking the latch down by hand or pulling the reverse lever back from the extreme forward point disengaging the button in pilot valve. When approaching a stop make sure that the rail is well sanded and under the trailer wheels when the train reaches a state of rest.

J. A. TALTY.

Ohio has 1,749 of the theaters, more than any other state in the union, with the exception of Pennsylvania, which has exactly the same number.

A Proposition to Restore the M. & N. A. Railroad

It is suggested by J. L. Coss, a train dispatcher for the Rock Island Railroad at Haileyville, Okla., who has had years of experience in railroad matters, that the railroad workers of the States of Arkansas, Missouri and Oklahoma, by individual contribution, raise money and buy the Missouri and North Arkansas Railroad which suspended operation July 31st. This property, he says, can be placed on a self sustaining basis by the proper management and cooperation of the men who do the actual work and this feature would be brought about by each one having a financial interest in the property. No one knows more about the railroad game than the men who do the actual work in the field; they are capable of having a hand in the management of the affairs of such a property. The object would be to pay off all indebtedness and then commence operation on an economical basis and as the business justifies extend the service to take care of it. The citizens along this railroad, he says, would no doubt lend a hand to assist in perfecting such an arrangement. Estimating the number of railroad workers in the three states at 75,000 and provided only 50 per cent contributed ten dollars a month for ten months it would go a long ways toward buying the property outright.

The suggestion of Mr. Coss is indeed interesting, and the success of such a proposition is surely within the realm of possibilities. There is certainly an urgent need of restoring the M. & N. A. road, not merely to give employment to its former employees, but to also serve the public in the territory through which the line operated, for which reasons it seems, as Mr. Coss says, that the public, at least that portion directly affected by the situation, would also be willing to lend a financial hand in the rehabilitation of the M. & N. A.

We are not familiar with the business conditions in the section of the country through which the M. & N. A. operates, but we can easily believe that the possibilities have not yet been fully developed, and there is evidence at hand in the manner in which the affairs of the road have been handled of late to prove

that it has been the victim of an inefficient, if not a worse type of management.

In the face of this it would appear that the proposition of Mr. Coss should meet with encouragement.

This would be the first real attempt to run a railroad on the co-operative plan, and with the lesson of the experience of Henry Ford on his management of the Detroit, Toledo and Ironton railroad, as our example, a road over which he had to run a mowing machine before he could find the track, there is encouragement for the success of the co-operative proposition of Mr. Coss to put the M. & N. A. again on its feet, and keep it there.

Bursting Hose Causes Wreck on Southern Railroad

Another of the many accidents due to the bursting of air hose on a double track road took place recently on the Southern Railroad. As it so often happens in that case, the train buckled, forcing some of the wreckage over on to the adjoining track where it was struck by a passenger train on the adjoining track seriously injuring the engineer and fireman and several others on the train, besides causing a considerable amount of damage to property. the locomotive and express car being derailed.

The frequency of wrecks of this nature should arouse interest among railroad men, for there is no greater menace to the safety of trains on double track roads than the buckling of long freight trains caused by the bursting of an air hose.

It is not expected that the trains will be made shorter to avoid this, but the danger may be greatly reduced by the adoption of the Automatic Connector which lengthens the life of an air hose more than three times, thus reducing the liability to danger from that source one-third.

The automatic hose connector is long past the trial stage. It has been tested in every way possible, both as to service and climate, and has proven itself all that its inventors claim. It is now being used on several railroads with a degree of success that promises it more general adoption in the near future. One thing is certain, the increase

of danger to passenger trains on double track roads has kept pace with the constantly increasing length of freight trains, and something should be done to lessen, if not wholly eliminate that danger.

The slogan of "Safety First" sounds good to the ears of the railroad man, but unless it is backed up by real live effort and some outlay of money it loses the true ring of sincerity, and there is no better way to improve safety of trains today, either freight or passenger, than to cut out the accidents due to bursting of air hose which can only be done by the adoption of an automatic hose connector.

The time is near, when, if railroads are to be operated profitably, advance steps must be taken to eliminate the awful cost of train operation. The locomotives are too large, the train and trips too long and the liability to accident too much, but there is no situation we can imagine where both expense and danger lurks so continuously as in the long freight train in which the air hose is liable to burst any minute, and frequently does burst so that on double track lines the crew, or the passengers of a train on the adjoining track, cannot possibly avoid a serious accident.

Have You Ever Noticed?

By J. K.

Have you ever noticed how easy it is to tell another fellow how to set an eccentric, and how difficult it is to find out which one needs setting when you have one slip?

Or, how easy it is to tell others where to set the petticoat pipe or diaphragm sheet to make his engine steam when your own old mill will hardly boil eggs.

Or, how much easier it is to tell how an engine should be disconnected when she breaks down, and yet how hard it is to think of the best way to do it when you are up against the real thing yourself.

Or, how easy it is to tell how to find a kicker in the train when you are perched upon a stool in the beanery, and how different when you have one in your own train.

Or, how well you can post a fellow what to say when the dispatcher wants to know why he can't make better time when the rail and the tonnage and everything else is against him, and yet how you feel at a loss to know what to say, yourself, under like circumstances.

Or, how when you flattened another fellows driving wheel tires you assured him he could wear it out in a couple of trips, but when yours were flattened nobody could make you believe it wouldn't be a year before they would be O. K. again.

Or, how when the brakeman told you there was a hot box behind, and you said let it go to the next stop, but when he said it was on the tender truck you changed your mind and stopped immediately.

Or, when you are on a double header how much harder you seem to have to work your engine than the other fellow.

Or, how much better your engine steams and how much smoother she rides when you are telling it than when you are riding her and fighting her out on the road.

Or, how much more an engineer will try to shield the faults of his regular engine than those of his wife.

Or, how much more life seems worth living when you are called for a "lite" than when you are booked for 90 hoppers.

Or, when you are dragging your weary self home with your nerves all fagged and your spirits down about zero, have you noticed how as you pass an old land mark on the way where you used to, in other days, get a "long one and a short one" to brace you up, and note that it is now a grocery, or dry goods store, how you try to figure out why in thunder you voted dry. You realize that your vote wouldn't have made any difference, but its the principle of the thing that makes you sore. At least that's what you try to make yourself believe.

Or, how tired it makes you to hear

Bill Blazer talk on Capital and Labor in the Division meetings, and how little you care how tired he and every one else gets when you talk on your favorite topics.

Have you ever noticed these things?

Current Comment

By J. K.

"Statistics show that there are 182,574 persons over 10 years in Tennessee, who can neither read or write. Of this number 103,000 are whites. Not of the poor alien class from the war town countries of Europe, but people of Anglo Saxon, Scotch and Irish origin."

The Attorney from the Nashville-Chattanooga and St. Louis Railroad, pleading before the Railroad Labor Board for a reduction of wages of traffic employees, said the wages of switchmen were better than of the school teachers of Chattanooga.

There is no doubt of that, but it does not prove that the railroad employees are overpaid; rather that the school teachers are underpaid, and the amount of illiteracy in the state of Tennessee lends the proof of that fact.

Public opinion should be with the employees in their present controversy over the wage question. If not it will be through lack of a proper understanding of the situation, so the preventive lies in publicity. The most effective agency through which the wage earners side can be presented is "Labor," but it must get it into the hands of that portion of the public not directly connected with the railroads to make it most effective. It is not enough that we know our cause is just, we must impress that fact upon the minds of the people in general.

So get busy, Brothers. Pass "Labor" along to your neighbor, get his subscription if possible. "Labor" not only champions the cause of the railroad employee but that of every wage earner.

A word for "Labor" is a boost for better laws, better wages and better working conditions of the workers. It is, today the most ardent advocate of the rights of the wage earners before the bar of public opinion, and the measure of its success will depend upon the moral and financial support it will

receive from those whose cause it so ably champions.

In 1920 the Railroad Labor Board, very properly, refused to recognize the out-law strikers. They were told that having violated their contracts with the railroads they had no standing in court.

The Atlanta Birmingham and Atlantic Railroad management not only violated its agreement with the employees, but defied the transportation act as well, yet it not only had a standing in court, but defied the law itself.

The members of the Railroad Labor Board are not to blame for that. They went as far as they could with the ammunition they had, which was only suited for small game, when tried out on the president of the A. B. & A. it failed absolutely.

Before the workers were organized the individual employee was not given a hearing by the railroads on any question relating to wages or working conditions. When the Brotherhoods had become effective the railroads became willing to recognize the rights of their employees, but preferred to deal with them individually. When the separate crafts were joined in a concerted movement and the railroad wage earners presented a solid front, then the employers expressed a willingness to deal with the organizations separately. So you can see that while there has been occasional set backs suffered by the organized workers, the general progress has been sure and lasting, and the right of the wage earners to organize and to exercise the privilege of collective bargaining has become a firmly established principle.

A notable difference between the labor movement in the United States and that in Great Britain is that in the latter country labor has representation in the House of Commons and in practically all legislative bodies. That doesn't indicate a greater forward movement on the part of the English workers, rather that they have already encountered conditions which made legislative representation necessary to guard their interests. The American workman may be depended upon to

cross that bridge also, when he comes to it.

We are told by the pro-railroad press that standardization of wages of railroad train men is unfair, for the reason that the cost of living is less in some sections of the country than others. They point to the south for example where there is not the expense of special clothing or the storing of fuel in certain seasons people have to contend with in the north, and while it must be conceded that the advantage is in favor of the southern workman, yet the company shares the same advantage of climate in the uniformly full trains they can haul and in various other ways. Neither the railroads or the employees in the south have any complaint on that score, for they are both equally favored, so it would be as reasonable to lower the traffic rates in the south as to reduce the wages.

In the controversy between capital and labor over the wage question, we are told by the spokesman of the former that the question of wage adjustment would be simplified if there could be some guarantee given by the worker for the quality and quantity of the service he has to render for the rate asked. This proposition assumes that the employer is taking a long chance in paying the going rate of pay to the average workman.

But we do not have such a condition to contend with in railroad train work, yet there is about as much trouble adjusting the wage rates of train employees as that of any other wage earners, if not more.

No, the employer need have no fear of not getting a full day's work out of a train crew, for there is very little opportunity to shirk unless the whole crew laid down on the job, which is unlikely, and, besides, there is a way of keeping tab on the work of a train crew whether in yard or road work that will not permit of much slacking.

If the railroad employees are not showing as much pep now as before the war that is largely the fault of the manner in which the officials handled the employees during government control. At that time, indifference, even absolute idleness was winked at by the officials, and at best the employees were

permitted to go at an "old Dobbin" gait which they cannot be broken from so long as the railroads are seeking to cut wages and abolish the working agreements. The railroads must take the initiative in restoring the former spirit of the employees by giving them at least a pat on the back instead of always trying to cut their pay, for this problem is one in which human nature is involved to such an extent that it cannot be solved by figures alone, nor can any force be brought to bear to solve it.

The Railway Review comments editorially on the practical value of courtesy of employees toward patrons of the railroad companies, and suggests that there should be more courtesy shown by the employees towards each other. Coming from a paper that reflects the sentiment of the railroad official, as the Railway Review does, its comment is rather surprising, for we all know that the railroads have for years, been doing just the opposite of that which the Review suggests. The railroads evidently think the employees have been, and are yet, as a result of their fraternal affiliations with each other, too chummy already and they have driven entering wedges to divide them, varying from religious propaganda to outlaw strikes and other means, which have as yet, failed to bring the desired results to the railroads.

Mr. Maxim's Problem

Mr. Hudson Maxim, the inventor of machinery for war, following the lead of Thomas Edison, has published a list of questions and answers which is going the rounds of the newspapers. One of the questions which relates to the sound of a locomotive whistle is as follows:

"When an express train passes a bystander, whistling the while, the pitch of whistle is abnormally high while train approaches; is normal when opposite the bystander and abnormally low after train has passed. Why is this so?"

Mr. Maxim answers his own question as follows: "The motion of train adds to the pitch (sound) while approaching and subtracts from the pitch after the train has passed the bystander."

Mr. Maxim's theory doesn't seem to properly apply here, at least does not solve the problem to correspond with the experience of locomotive engineers who have practical knowledge of the effect of train speed on carrying power of the locomotive whistle under all conditions.

We know that sound is produced by an agitation of the atmosphere just as ripples or waves are produced by a disturbance of the surface of a body of water.

If a stone is dropped in a pond, or thrown at an angle, the effect is the same as the waves or rings caused will spread equally in all directions. The same is also true of air waves. The speed of the locomotive does not lend to the speed of the air as would be the case of a projectile thrown or fired from a gun on a moving train, no more than would the stone thrown into the pond at an angle lend speed to the water waves in the direction the stone was thrown. The agitation, or vibration, was produced by the stone displacing the water just as the agitation, or vibration, of the atmosphere is produced by the displacement of air from steam from the whistle.

That the whistle sounds weaker to the bystander after the train has passed is not due to the subtraction of the speed of train from that of the sound waves, but to the fact that the air displaced by the onrushing train is being continually replaced by air from the rear of train, the effect of which is to carry the sound waves along in the direction of the train as would the force of a moving body of water carry the ripples caused by dropping a stone in the water.

If the atmosphere were in motion, as a flowing stream of water, then Mr. Maxim's theory would apply, but in the case in question we have a flowing stream of air only at the rear of train, while that ahead may be perfectly stationary.

J. K.

Americans Not the Only Sport Bugs.

To those who may think that the mob spirit of sport fans is strong in America where the base ball umpire is always a target for jibes and jeers and pop bottles from the fans, a glance over the

following letter from Australia published recently in the Seattle Union Record, may tend to modify their opinion.

BY SYDNEY S. STRONG

Australia is certainly a land where people go in for outdoor games. Just now they are following their cricket team, which has won the first test in England, and causing all England to talk about Australia. The newspapers are carrying long cables about the games—but, contrary to the practice of American newspapers, they refuse to give any information over the phone—until after the papers are issued.

The umpire does not walk in a path of roses. The crowd is much rougher with the umpire than with us. He earns his money—and really should have the promise of an invalid's pension.

Matters have gone to such lengths that the president of the Football League Umpires' association has resigned, and he is one of the oldest and fairest of the umpires.

The umpires' association recently passed the following resolutions, which will be strange reading to Americans:

"1. That six policemen be appointed to take the umpires on and off the ground during and after the match.

"2. That two mounted police be instructed to escort the umpires off the ground, notwithstanding the fact that there may not be any demonstration.

"3. That a policeman be placed in the ground among the crowd directly behind the goal posts, in the public park, and that he be instructed that any person using threatening words or throwing missiles during the progress or after the match be arrested."

The association also sent a letter to the managing committee of each ground, asking that "a picketed barricade, at least 7 feet in height, such barricade to be wire netted all over, be erected on each grounds from the playing area to the umpire's dressing room, and that a proper dressing room be provided for the umpires free from encroachment."

If this is not done, the umpires plan to take such action—probably to resign.

There are those who say that the umpires are not strict enough, passing over rough, illegal playing—hence the anger of the crowd.

The matter will doubtless right itself

—but at present football umpires are not enjoying happy careers.

Further, the general propensity of the people to bet adds fuel to the temper of the crowd, which displays itself upon the umpire.

Our Patient Superintendent

Our superintendent was one of the most patient and forgiving of mortals, though he had the worst lot of booze fighters to keep in line I ever saw. Things were continually taking place that would make the average official crazy, but Mr. Blancher was not the average kind. There was one engineer in particular who did everything that was wrong, from burning journals to burning crownsheets, and he held his job by the grace of our forgiving "Super" whose serenity of disposition could not be disturbed by the most flagrant violation of rule or judgment which the following instance will serve to prove.

This particular engineer who seemed to think that rules were simply made to be broken, had just been reinstated after having had a head end collision, when he ran by a flag and a block signal and into the river where he went down to death with his engine. The report of the whole affair was wired in to the superintendent who after a moment's reflection was heard to say, "poor Jeff. I wonder what-in-ell he'll do next?"

May Have Been a Blessing in Disguise

When the government took over the railroads, Director General of Railroads McAdoo, reduced the salaries of some railway presidents. It has been said by the pro-railroad press that his policy had the effect of driving some of the brightest minds out of the railroad field. Well, it may also be said that the conscription of our boys drove some of the best minds out of some other fields, the difference being that the railroad presidents were only reduced to ten thousand a year while the soldiers got thirty dollars per month and a lot of other things that were harder to bear than the reduction of salary.

If they dodged their duty they were shot. Not so with the railroad presi-

dents. When their salaries were reduced some of them sought more lucrative employment, in doing which they dodged their duty and practically deserted too. It is true they were all men past the conscription age, but they professed superior skill in railroad operation, yet, just when the country was in need of their services to direct transportation, which was so essential to the winning of the war, those exceptionally skilled officials sought other fields of endeavor where there was more money to be had for their services, and the capitalistic press expressed its sympathy for them and deplored their loss to the transportation industry at such a critical time.

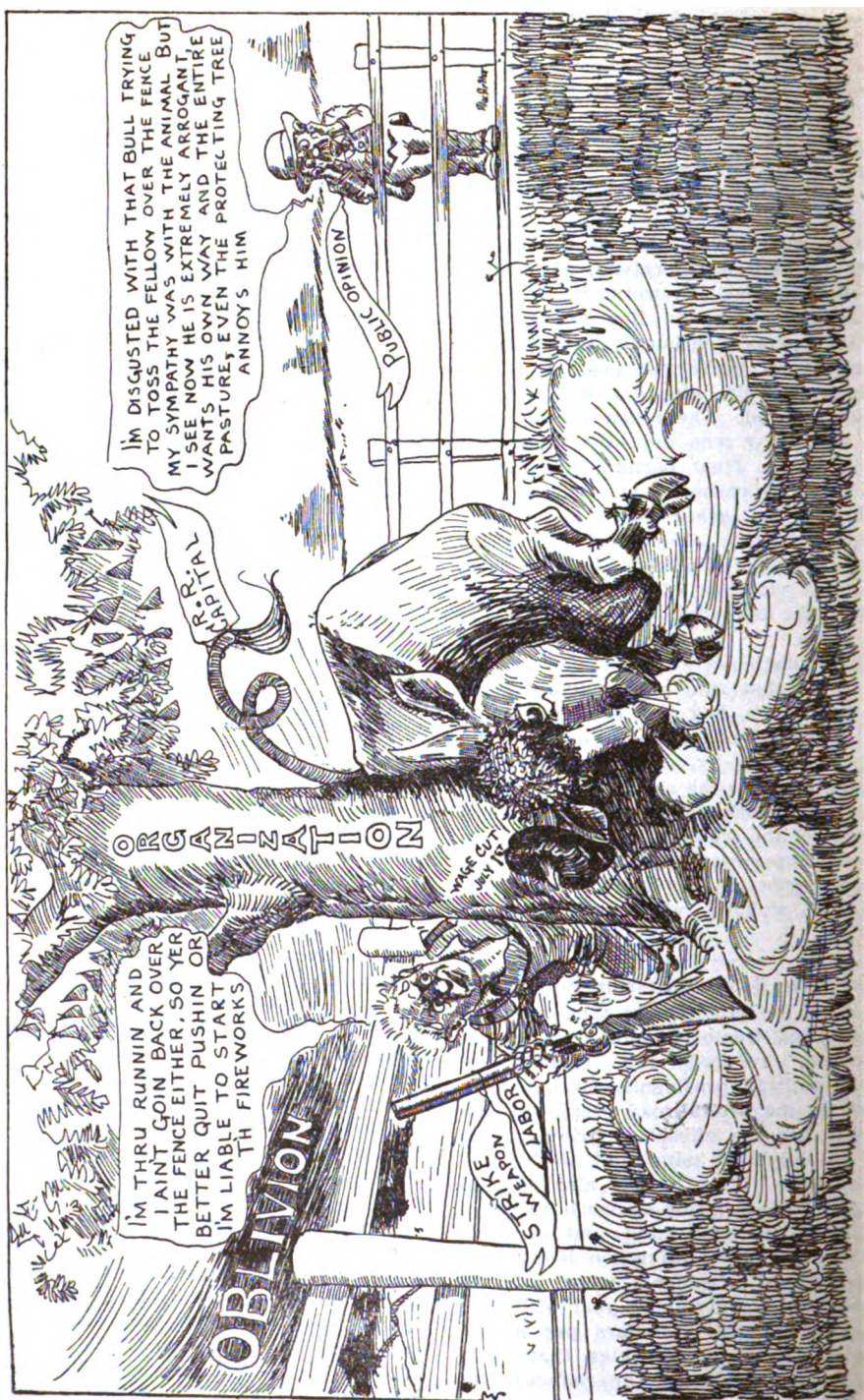
We cannot estimate the loss with any degree of accuracy, but since Henry Ford has stepped out of his auto factory into the office of president of a railroad and demonstrates in such a convincing manner that the general system of modern railroading is inefficient and expensive, then we are forced to the conclusion that the loss of those high railroad officials, who deserted their posts in the early days of the war, may have been a blessing in disguise.

J. K.

No Sleep at the Switch

A sufferer who lives close to a railroad yard in the suburbs, wrote the following to the railroad company, complaining about the racket made by a switch engine:

"Gentlemen: Why it is that your switch engine has to ding and dong and fizz and spit and clong and bang and buzz and hiss and bell and wail and pant and rant and howl and yowl and grate and grind and puff and bump and click and clank and chug and moan and hoot and toot and crash and grunt and gasp and groan and whistle and wheeze and squawk and blow and jar and perk and rasp and jingle and twang and clack and rumble and jangle and ring and clatter and yelp and howl and hum and snarl and puff and growl and thump and boom and clash and jolt and jostle and shake and screech and snort and snarl and slam and throb and crink and quiver and rumble and roar and rattle and yell and smoke and smell and shriek like hell all night long?"—Boston Globe.



AT RAY



WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to Mrs. ELIZABETH HIENERWALD, 3801 Fairmount Ave., West Philadelphia, Pa.

And matter for the Grand President to Mrs. M. E. CASSELL, 1497 Alameda Ave., Cleveland, Ohio.

For the Grand Secretary, Mrs. ELLA D. TURNER, 5339 Maple Ave., St. Louis, Mo.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 7612 Rogers Ave., Chicago, Ill.

October's Bright Blue Weather

O suns and skies and clouds of June,
And flowers of June together,
Ye cannot rival for one hour
October's bright blue weather.

When loud the bumble-bee makes haste,
Belated, thriftless, vagrant;
And golden-rod is dying fast,
And lanes with grapes are fragrant;

When gentians roll their fringes tight
To save them from the morning,
And chestnuts fall from satin burrs
Without a sign of warning;

When on the ground red apples lie
In piles like jewels shining,
And redder still on old stone walls
Are leaves of woodbine twining;

When all the lovely wayside things
Their white-winged seeds are sowing,
And in the fields, still green and fair,
Late aftermaths are growing;

When springs run low, and on the
brooks,
In idle golden freighting,
Bright leaves sing noiseless in the hush
Of woods, for winter waiting;

When comrades seek sweet country
haunts,
By twos and twos together,
And count like misers hour by hour,
October's bright blue weather.

O suns and skies and flowers of June,
Count all your boasts together—

Love loveth best of all the year
October's bright blue weather.

Helen Hunt Jackson.

Thanks

To the Grand Officers of the B. of L. E. and the G. I. A. the Divisions and members of Canada, and the States, that sent the many beautiful floral offerings at the time of my husband's funeral, myself and family wish to express our grateful thanks. For the many telegrams and letters of sympathy conveying their consoling messages, we can scarcely find words expressive of our appreciation, but it brings to us very forcibly how very dear is the bond that unites us as sisters and brothers. The loss of a dear husband and father is keenly felt, and to those who are left to mourn, is given the heaviest cross to bear, but, knowing and realizing the wonderful promise of God and the wealth of love that is ours, pouring in from both our beloved Orders, we can but resume our appointed way "until that time."

MRS. J. MAINS AND
ELMO MAINS, SON.

My Dear G. I. A. Sisters:

This time I come to you through the pages of the JOURNAL, in a different capacity, and I trust I will receive the same loyal support in my new office as Grand Secretary, which you gave to me as your Vice President.

I enjoyed the work on the JOURNAL very much and wish through these columns to express my sincere appreciation for the many courtesies and kindnesses which came to me from Brothers Salmons and Whelan. They, especially, made my work very easy and delightfully pleasant.

Then, I wish to thank each Sister who contributed to our pages, making them more interesting to our readers. I am sure you will give to my successor, Sister Hienerwald, the same help you have given me and she will also bless you as I do.

I am very grateful to our beloved Grand President, Sister Cassell, for the honor she has shown me and the confidence expressed in appointing me to so important an office, and I shall do my utmost to live up to all expectations.

I trust the Secretaries will be patient, and realize that no one can do at once, what our dearly beloved Sister Merrill did with seven years experience. However, we are doing our best, and hope in a very short time, to give to you just as good service as you have had in the past.

The new office is yours and you will be welcome at any time at No. 5339 Maple Ave., St. Louis, Missouri. Office hours from nine to five every day except Sunday.

Yours for service,

ELLA D. TURNER,
Grand Secretary.

"Some Day" isn't on the Calendar.
The time to hustle for that new member is today.

A Tribute

We want to add a word of welcome to our Grand Secretary Sister E. D. Turner in her new official capacity, she is no stranger to us and we want her to know that it is a very warm welcome. She will be one of the busiest women in the country, and yet we know that she will be ever ready with a friendly greeting and are confident that she

brings to this exceedingly important office splendid ability, untiring energy, and a high enthusiasm. Let us give her a strong support.

To Sister Crittenden G. Chaplain, we also extend our good wishes and if she will be given the same loving and loyal appreciation that was enjoyed by her predecessor, she will have little to wish for in life.

To Sister Mains, appointed as a member of the Executive Council, we welcome her as the Representative of our splendid neighbor, Canada, whose children are our Sisters and Brothers by the ties of blood and obligation.

We should support these Sisters with a strong loyalty, thereby placing the seal of approval on the appointments of our Grand President, helping her to know that she has done, we believe, the very best she could for our Order.

VERITAS.

The Engineer

As I listen in the night-time
To the engine's whistle shrill,
Knowing the iron monster
Is controlled by human will;
I send a prayer to heaven,
For the man of steady nerve,
Who peers forward in the darkness
Watching every bridge and curve.
For 'tis he who brings the message,
From our loved ones far away;
And the paper in the morning
Filled with records of the day;
And the rover who is weary,
Who no longer cares to roam,
Longing for his wife and children,
In the blessed walls of home.
And the freight of market value,
Comes to make our lives complete,
Bringing comfort without measure
To the farm and busy street.
So I pray for him sincerely,
Asking a power divine,
To carry him through in safety,
While he's "covering his line."
Candace Sawyer Laubach,
Osage City, Kansas.

Let's we forget.—Remember January 1st.

A Party to Our Grand Treasurer

On the evening of July 1st, Divisions 104 and 392 of Los Angeles, California, held a union meeting in honor of Sister J. J. Norton, newly elected Grand Treasurer of the G. I. A. and their delegates. Engineers and their families were invited and the hall was filled with an enthusiastic audience, delighted to do honor to their well known and dearly loved Sister Norton.

A drill team, led by the marshals,

assisted the guide in escorting the presidents and guests of honor to the rostrum where they were introduced by Sister Collins. The drill team and other sisters taking active part were dressed in colonial style, their quaint costumes and white wigs adding to the beauty of the scene.

Three little flower-bearers presented Sister Norton with a beautiful basket of roses from 104 and the other guests with beautiful bouquets. A pretty feature of the evening was the officers' drill led by Sister Newbill, flag bearer of 104.

Sister Finlay, with a few appropriate words presented Sister Norton with a handsome desk set from 392, and Sister Stultz, delegate from that division with a hand embroidered dresser scarf. The interesting program consisted of music and readings, and the following verses composed and read by a member of 104 expressed the sentiment of all present.

At this pleasant union meeting, joyously
our hearts are beating

As we bid a hearty welcome to the
friends assembled here;
To our sisters and our brothers, to our
visitors and others

Who have entered at our portals and
have come from far and near.

On this night it is our pleasure to give
honor in full measure

To our delegates so faithful who have
done their work so well.

'Tis no wonder we're rejoicing and our
satisfaction voicing

As we listen with attention to the tales
they have to tell.

Sister Raiford! Let us cheer her for no
sister could be dearer

And her heart is ever open to the G.
I. A.'s appeal.

She believes in federation and her strong
determination

Helped to win the day and place our
Golden State within the wheel

At the annual state convention where
she sat in rapt attention

Our cause she represented at the great
Yosemite.

Her report with interest teeming set us
all to fondly dreaming

Of the good we may accomplish when
we work in unity.

Three times three! The air is ringing
with our cheers, our hearts are
singing

For our Golden State Division G. I. A.,
One Hundred Four.

Long this evening will remember as she
greets her new-old member.

Our Grand Treasurer Sister Norton
whom we honor and adore.

Could there be one more deserving. All
her years of faithful serving

Tell of honesty, progression, conscien-
tiousness and love.

Marching onward, never shirking, for
the good of all she's working.

And the solving of each problem, all
her sterling worth will prove.

Grant us strength to Love each other,
every sister, every brother

Till our faults shall all be covered with
the cloak of charity.

Our Protection give unceasing, keep Fi-
delity increasing

Till the Golden Rule is 'established and
the world's in Harmony.

Sister Norton and the other guests gave enjoyable talks and at the close of the program a flash light picture was taken. Refreshments were served in the banquet hall, which was attractively decorated with the national colors, to over two hundred and fifty people and the successful colonial reception was brought to a close with dancing, the modern dances being interspersed with the quadrille and other old fashioned numbers.

MRS. CLARENCE BUSH.
Div. 104.

Notices

The next circuit meeting of the Middle Atlantic Circuit will be held under the auspices of Mrs. John Henney, Division 351, G. I. A. in their meeting rooms, Pythian Hall Building, 1941 Madison Ave., New York City, Thursday, Oct. 13th, 1921. Meeting called for 10:30 A. M.

Election of officers at this meeting.
All G. I. A. members invited.

HENRIETTA BUCKHONT,
Circuit Secretary.

Terre Haute, Indiana.

The Indiana State meeting will be held with Division 19, Huntingdon, Indiana, October 19th. All G. I. A. Sisters cordially welcome.

MRS. F. C. SIMMS,
State President.

MRS. C. G. WILCOX,
State Secretary.

A joint Union Meeting of the Auxiliaries of "The Big Four" railroad organizations will be held in Pittsburgh on Thursday, October 13th, 1921, in the Auditorium of the Chamber of Commerce Building, 7th and Smithfield Sts., convenient to Union Station.

All day session, 11 A. M., 2 P. M., and 7 P. M.

All G. I. A. Sisters and Brothers of the B. of L. E. are cordially invited.

We expect to have our Grand President Sister M. E. Cassell with us.

Mrs. A. W. J. HERNER,
Cor. Secretary.

New York State meeting will be held in Albany, New York, Friday, October 21st in Eastern Star Hall, corner Hudson Avenue and Lack St.

Meeting opens at 10 o'clock sharp.

Our Grand President Sister Cassell and A. G. V. P. Sister Cook will be with us. We extend a cordial invitation to all G. I. A. members to attend this meeting.

Mrs. JAMES FOGARTY,
State Secretary.

Mrs. MARY MILLER,
State President.

The Georgia and Florida State union meeting will be held in Savannah, Georgia, in Knights of Pythias Hall, corner of York and Barnard Sts., November 10th and 11th under auspices of Olive Branch Division 265. Meeting called for 10 A. M. sharp.

The following hotel rates have been secured:

Rooms, \$1.50 per day.

Rooms, \$2.00, connecting bath.

Rooms, \$2.50, private bath.

Savannah Hotel will entertain at the above rates, assuring guests of every courtesy.

As this will be our first state meeting we are desirous of a large attendance and all G. I. A. members are invited to assist in making it a meeting "worth while." G. V. President Sister Hienerwald and G. Chaplain Sister Crittenden will be with us. Further information may be obtained by communicating with

Mrs. W. H. LANSDELL,
72 Hill Street,
Atlanta, Ga.
or

Mrs. G. H. ROGERS,
606 Montgomery St.,
Savannah, Ga.

Wisconsin State meeting will be held in Antigo, Wis., on Wednesday, October 12th. Division 493 entertaining. All G. I. A. members cordially invited to attend. Meeting called for 10:30 A. M.

MARGARET FAHRINGER,
State Secretary.

DIVISION NEWS

Carolina Division 459 enjoyed their annual picnic at Lakeview, N. C., on Thursday, August 4th. A very pleasant day was spent in bathing, boating, dancing, etc.; a sumptuous dinner was spread, and just before thanks were offered, Sister Vaughn gave the following toast to Sister J. S. Bundy in honor of her birthday.

"Here's to our mother in the G. I. A.
Here's wishing you happiness on your natal day.
From each of us comes a token of love,
With the best of all wishes, may it come from above
From our kind Heavenly Father whom you love and obey
May He guide and protect you day after day;
God bless you, our mother, and our dear G. I. A."

Sister Bundy was given a beautiful handkerchief from each member present.

Our picnics are looked forward to from year to year and we feel that we can do better work after a day of play.

A MEMBER.

Mt. Bigbie, Revelstoke,
B. C., Canada.

Although we are a long way from Cleveland, Ohio, we were honored on September 7th with a visit from our Grand President Sister Cassell. It is the first time in the history of our Division that a Grand Officer has ever paid us a real visit. Grand President Sister Cassell was with us four days and the members of our Division lost not an opportunity to show their appreciation of her coming; and that the Brothers were equally pleased was made manifest by the generous use of their cars, by which G. P. Sister Cassell was taken to every point of interest while here.

President Sister Johnson with two other Sisters met her at the train and escorted her to the home of Sister Houlding where she was entertained during her stay with us. Thursday afternoon at 3:30 we met at the hall, and after we had put on some of the ritualistic forms, G. P. Sister Cassell gave us a very interesting and instructive talk dwelling on the good work being done by the order in caring for the widows and orphans, also about the Sunshine Club.

On behalf of Div. 422, Secretary Sister Rutherford presented our Grand President with a token of our love and esteem, to which she responded in a pleasing manner. The meeting was then brought to a close and all retired to the dining hall where we were joined by several Brothers who had come out to pay due respect to our "honored guest." After we had partaken of the sumptuous banquet prepared by the Sisters, and the "inner man" had been satisfied, we were ready again for a "mental feast" which Grand President Sister Cassell gave us in the form of a talk on the importance of our insurance, both in the V. R. A. and B. of L. E.

On Friday and Saturday the time was taken up with house meetings—Sisters Treeman, McKenzie and Haggett opening their homes, and in each case, our dear Grand President was ready to tell us of the work that was very interesting to us, for which we feel much indebted to her, and we trust we shall have her long for our beloved leader. Long may she live to enjoy the fruits of her labor.

A MEMBER OF DIV. 422.

Portland, Ore.: On May 17th A. E. Curtis, Division 261, initiated a class of Sixteen and, balloted on six others at the close of the meeting, a banquet was served by an efficient committee, and sixty-eight ladies responded to the call "luncheon now being served." All did justice to the repast. This closed a sixty-day membership drive, during which time twenty-three members were added to our list bringing us up to the one hundred mark and largest division in Oregon. Visitors from Interstate Division 544, Vancouver, Washington, and Illahee Division 560 of Roseburg, Oregon, were present, now the winners are waiting to be entertained by losing side, but feel assured of a royal good time, as we are all proud of results obtained during this drive. Our Delegate Sister Allen, being at the convention, was wired the results of the work accomplished. (So now it's up to all to pass the word along.) Lots of material available if only we put our shoulders to the wheel and keep things moving.

MRS. ELDORA DECKER,
Cor. Secretary.

Division 91, Centralia, Ill., has been silent for some time, but very busy.

Since March, 1920, we have initiated 18 new members into our Division, so you see we are trying to do our share towards increasing the membership of the G. I. A.

Everything moves along very happily in our Division and we are surely living up to the principle of Harmony. P. P. Sister Myrtle Walker brought a splendid report from convention. Quite a number are planning to attend the state meeting in Decatur, September 29th. This is our first state meeting. A number of our members attended the Indiana meeting and returned enthusiastic over it. Considering the very hot weather this summer the attendance has been good and our efficient President Sister H. Waggoner ably assisted by a good corp of officers working together for the good of the order.

At the last meeting in August the sisters sprung a delightful surprise on our two oldest members, Sisters Stone and Torgerson. Sister Stone being a charter member and both P. P. we thought it would be pleasing to honor them with a handkerchief shower so at the close of the meeting they were escorted to the dining room to the places of honor.

Sister President in a few beautiful words presented them with lovely baskets filled with snowy kerchiefs. The recipients were so overcome with surprise they could barely stammer their thanks, but presently recovered in time to enjoy the delicious refreshments. It was an occasion long to be remembered by all who were present.

Such events serve to bind the sisters closer together and proved to Sisters Stone and Torgerson "that old age has its compensations."

CORRESPONDING SECRETARY.

As a result of a membership drive by members of Monett Division 223, G. I. A., to B. of L. E., Monett, Mo., fifteen applications were secured during the month of July and a large class was initiated July 21st. The ladies from Tulsa and Joplin were met at the train by Mrs. T. P. Holland, President, and Mrs. T. J. Dwyer, Insurance Secretary, and escorted to the home of Mrs. C. A. Carr. After a social hour a delicious three-course luncheon was served. The home was tastefully decorated with cut flowers, the table decorations were car-

ried out in the colors of the Order and place cards were the Crescent and Star, the name of the lady written in the Star and the following verse written in the Crescent:

"Though not acquainted with you
Will begin a friendship true,
And as you go on your way
We hope you will love the G. I. A."

Sister Carr was assisted by Sisters Lewis Tucker, J. W. Gillen and H. E. Davies. After luncheon the visitors were taken on a sight-seeing trip by auto over the city, and then to O. R. C. Hall. After initiations 6 o'clock dinner was served to members of Div. 507 and Div. 223. President Holland returned thanks. Much credit is due to Sister F. Reed, Chairman, and her assistants, Sisters John Beatty, Tom Tucker, Chas. Bainbridge, D. R. Beeler and J. W. Fitzjohn, for this lovely dinner, as the Brothers all declared it a "real banquet." Sickness prevented several of our candidates from being initiated and we are planning another big time in the near future. The visitors departed on the evening train for their homes after having expressed themselves as having had a very delightful time. Those initiated were Mrs. Edw. Dahl and Mrs. M. B. Gilliam, Tulsa, Okla.; Mrs. C. D. Perry, Mrs. W. E. Wade and Mrs. A. L. Allison, Joplin, Mo., and Mrs. Minnie Werren, Monett.

This is our second "get together" meeting this year and it does much to create an interest in our Order and promote fraternal love and sociability between the members of the B. of L. E. and G. I. A. Those not present missed a good time and we hope that in future all will make a special effort to attend these meetings.

A MEMBER.

Little Rock, Ark., August 29, 1921.

Dear Sisters:

Many long weeks and months have passed since I wrote you last, but my heart is still in the right place.

The summer of 1921, which is coming to a close, has certainly been one of the most interesting my little ones and I have ever spent. The month spent in the famous and historic city of Hot Springs was over so soon. It seems

even now to have been a beautiful dream.

When we pause and think our conclusions are that no two summers are just alike. The friends whom we meet this year and who are so dear to us may by next vacation be far away, or, perhaps, we may cross the Mystic River by then. A serious thought and a feeling slightly akin to melancholy comes over our happy hearts, but we just ask, very humbly, the one who never slumbers to keep our lives contented and just as they are.

Well, if other auxiliaries are progressing as rapidly and doing as wonderful work as ours the retrospection the close of the year must bring is indeed gratifying. No. 37 has a membership of 97 and a very good attendance each meeting. Our officers are faithful and competent.

We had the honor and distinction of being entertained by the Brothers of Division 182 on the afternoon of August 25th. In the lodge room two long tables were beautifully decorated with Russell roses and ferns, covers being laid for 75 guests. After a delicious supper served by the Brothers, a delightful musical program was rendered by Miss Elizabeth Kellogg and other young ladies from North Little Rock.

The committee which made this entertainment a decided success and an occasion to be remembered were Brothers O. L. Boice, B. D. Kellogg and J. Stout.

The writer votes for other parties—one each month.

With best wishes to all auxiliaries.

Yours sincerely,

Mrs. C. S. Boone.

Virginia and West Virginia state meeting was held in Bluefield, W. Va., September 6, 1921, under the auspices of Division 211. Owing to a previous postponement of this meeting and a reconsideration, short notice prevented the usual large number from attending, but there was plenty of enthusiasm to make up for numbers. The meeting was called to order by Sister Thompson, President of 211, and after a short session the meeting was turned over to the State Officers, Sister Bailey presiding. On adjournment a delightful chicken dinner was served and at 2 P. M. we met to resume the business of the

hour. Splendid rules were presented and adopted for the future guidance of the State meetings. In proper order the work was put on, and with a few minor corrections, was conceded to have been very well done.

G. V. P. Sister Hienerwald was with us, and commended us for the floor work, and gave a very instructive and interesting talk on G. I. A. subjects, urging that all future donations be made as liberal as our hearts dictated and our purses would allow, and to get busy to redeem Convention Pledges for the aged and dependent sisters.

We were indeed glad to have her with us. Many enjoyable talks were given by the visiting and home sisters and after a day that we felt was filled with helpful thoughts and loving words the meeting was closed to meet again in Norfolk in April, 1922.

Another instance of the generous hospitality for which 211 is famous was exemplified by an invitation to supper as enjoyable as the dinner, and at 8 P. M. we met again in Elks' Hall for an evening entertainment.

It was inspiring to meet so many of the Brothers and to hear how cordially and warmly they praised our beloved Order, what we have done and are still doing for the B. of L. E. Sister Hienerwald grasped the time and place for a heart-to-heart talk with the Brothers and spoke at length on the necessity of insurance, and to the limit, for members of both Orders.

A splendid program was rendered. There were mighty good speeches by the brothers and sisters, and after enjoying refreshments good-nights were said and we parted to meet in 1922.

ONE WHO WAS THERE

With the vacation season over for the year 1921, Div. 27 again resumed her activities for the winter with our first meeting on September 7th. Our President, Sister McKnight, thought out and planned a surprise for our members in a very pleasing manner. An elegant supper was tendered Sister Hienerwald, with 56 members present, in honor of her appointment as G. Vice President. It also being the anniversary of her birth, she was greeted with a linen shower. Many beautiful and useful gifts were received by her, and for once

our Grand Vice was almost speechless in finding words to express her gratitude and love for what her sisters had done.

We feel proud of the honor conferred on our sister. Visitors and members agreed that it was an afternoon long to be remembered.

PARD.

Helping One Another

Forgive Gracefully

I hate to be forgiven! That is, I hate to be forgiven with the brand of forgiveness they usually hand out. It makes me want to do wrong all over again. Some folks know how to forgive gracefully. They make you feel that no matter how much the offense has inconvenienced them, they're not taking it personally and they are understanding. Their neighborliness makes you hate your wrong-doing and sends you out healed and fresh for better things.

That is really the only kind of forgiveness that should be tolerated, but it's as rare as a blue mouse. The usual magnanimous, sitting-in-judgment business is maddening and as wrong as chicken stealing.

It isn't our business to judge folks. Our business is to get along with folks. If they're lovable, then love them however they may err. If they're unworthy, keep away from them and make them keep away from you. But don't hand out mercy as you would a sandwich and feel that you're the whole Associated Charities. You may be in the sinner class the day after tomorrow yourself, and you'll then want a chum, not charity.

If every member would commit to memory our obligation and seek a truer conception of its meaning, rather than be influenced by a personal feeling, more ballots would be cast for the good of the Order, and perfect peace and harmony would reign within our Division and among the members of the Order everywhere.

Discard the miser instinct! Pass along the books and magazines you don't want while they possess the charm of newness, cleanliness and timely interest. And as for clothes, don't forget

that there are naked children in the Near East whose comfort and even lives next winter may depend upon a box of cast-off clothes laid away in your attic.

Whether you are a man or a woman, quit being a drifter. Find out what you want to do, and do it. Work with a definite plan in mind and you will succeed. Otherwise you are bound to fail.

Remember the membership campaign is still on. Be a Booster.

Silence Is Golden

When little things irritate you, be silent. When someone speaks sharply to you, do not answer. To retort unkindly would only make the matter worse. Remember it takes two to make a quarrel. "Words better left unsaid come back to grieve us when we think them dead." There are times when silence is one of the greatest virtues conceivable. It requires great strength of character to hold the tongue in the face of some things, but it is a battle nobly fought and won—a victory over self. To speak is easy, but it often means defeat.—Star of Hope.

Two Minutes of Optimism

BY HERMAN J. STICH
Enthusiasm

It is a truism that will bear constant repetition that nothing great was ever accomplished without enthusiasm.

Enthusiasm is the fuel that feeds the human dynamo, generating ideas, industry, invention, advancement.

Enthusiasm blazes new trails, charts unmapped seas, pushes ever onward and upward, promotes progress and keeps the ball of accomplishment rolling.

Without enthusiasm, humans are meat; with it, they are creators, fountains of thought, sources of force, springs of achievement.

Enthusiasm quadruples effort, rekindles ambition, energizes weary minds and muscle, recharges exhausted brain and body batteries, whets wits, infuses undertaking with hope, spirit, dash and victory.

Enthusiasm is mind-generated electricity, eating into difficulties, consuming opposition, demolishing resistance.

Enthusiasm steals marches on time, sees and seizes opportunities in the embryo, makes short shifts of the "impossible," turns toil to pleasure and pleasure to treasure, makes average men super-men.

Enthusiasm makes for warmth, for cordiality, for heartiness; it lights the torch of cheer; it heightens the flame of fervor; it makes you chipper as a lark, animated as a bee; it forces you forward, eager, strenuous, resolute, irresistible.

Enthusiasm scorns the bit of tradition, daily upsets established inefficiencies and sets up "the better way," builds skyscrapers out of Cathay's castles, polishes the silver lining on dark clouds, transmutes promise into performance.

Enthusiasm moves the world; it is the divine spark that lights the human fuse, that explodes the bomb of mechanical, industrial and intellectual attainment and leadership; it mothers venture, nurtures persistence, fathers success.

The difference between a stagnant pool and Niagara is enthusiasm—also between a tallender and a topnotcher.

"Yet do I fear thy nature;
It is too full o' the milk of human kindness."

SHAKESPEARE.

"There's not a joy the world can give
Like that it takes away."—Lord Byron.
" 'Tis not the whole of life to live;
Nor all of death to die."

JAMES MONTGOMERY.

"When freedom from her mountain
height
Unfurled her standard to the air."

JOSEPH RODMAN DRAKE.

"You may break, you may shatter the
vase if you will,
But the scent of the roses will hang
round it still."

THOMAS MOORE.

"Second thoughts, they say, are best."

JOHN DRYDEN.

What Kansas Women Can Do

Kansas is really a woman's free state. When women find their status in other states is confining their inalienable rights, let them try the Sunflower State. Here are some of the things women can do legally in Kansas:

They can take their maiden name

after the husband dies without legal process or legislative act.

She can retain her own name after she is married.

She may persuade her husband to take her name and give up his family name if she does not like it.

She can keep her maiden name and he can keep his name.

If the wife does not like either her name or the husband's, they can take a name that suits them better.

A woman can wear men's clothing without restrictions, except she must not pose as a man.

She can hold any office in the state and run for congress.

In other words, she can do almost anything a man can do, and a great many things he can't do.

Things That Count

Not what we have, but what we use,
Not what we see, but what we choose,
These are the things that mar or bless
And swells the sum of Human Happiness.

The things near by, not things afar,
Not what we seem, but what we are,
These are the things that make or break
And gives each heart its joy or ache.

Not what seems fair, but what is true,
Not what we dream, but the good we
do,
These are the things that shine like
gems,
Like Jewels in royal diadems.

Not as we take, but as we give,
Not as we pray, but as we live,
These are the things that make for
peace,
Both now and after time shall cease.
(ANON)

Those Who Wait

Those who are able to wait—they are the successful ones of life. For greater truth has never been written than the statement that all things come to him who waits.

It is not meant that one should sit down in idleness and wait for a favorable breeze to blow wealth or renown into his lap. That is not the theory. The thing is, to be patient—to wait a favorable opportunity, to refuse to get excited—to wait, for all things come to him who does so.

A successful business man in this city will never sign a contract the same day he makes a deal. That is, he decides that he will enter a certain agreement. The papers are drawn up—exactly as

he desires them. Everything has been considered; all of the probabilities have been noted, and passed upon—the risks have been thought out and the possibilities made plain, and he is ready to sign his name to the contract. But he does nothing of the kind. He folds the papers, and places them in his desk—until next day. He waits. He doesn't expect anything to turn up; he is certain, in his mind, that he wants to sign the papers. But it will do no harm to wait a day, or a part of a day. So he puts the papers away, and the next morning when he reaches his office, signs them and they become a matter of record. He says that not one time in a thousand is any change made in the contract—but he likes to wait.

The methodical plodder, the fellow who moves slowly, but certain of every step, with method in every movement—he is the gentleman who succeeds. The picturesque fellow who gives you a reply "right off the bat," as the boys say, is a likeable chap, and he succeeds at times. Indeed, his success may be more conspicuous for a day than that of the plodder's. But at the end of the day, or the life, he who has waited will be voted the really successful man.

About the House

There is a certain bright-witted housewife, who is constantly on the lookout for new and artistic ideas for beautifying her home. If a novelty comes her way, which is too costly for adoption in its original state, she immediately carries out the whim in some equally feasible and less expensive form.

Her latest triumph is exhibited upon the floor of her guest-room. This apartment boasts of light and airy furnishings in white and gold, and for some time madam contemplated having the floor enameled in white. Upon inquiry, And gives each heart its joy or ache. however, she found that the notion must be abandoned, as the cost of the enameling would far exceed the limits of her slender purse.

Well, what do you think she did? The simplest thing imaginable.

All about the sides of the room to which the rug did not reach she neatly tacked pure white oilcloth. At a little distance the effect was almost that of a

white enameled floor, and even close scrutiny could not detect a flaw in the daintiness of the floor covering.

A damp rag passed each morning across the shining surface keeps the oilcloth free from dust and in a state of purity which delights the eyes of all beholders.

Our Woman Power

In this country we have not yet experienced the terrific pressure that has been felt by England. They started in the war with 1,250,000 more women than men. We started with 2,000,000 more men than women. In spite of this the census bureau informs us that there are approximately 2,000,000 single women between the ages of 15 and 45 who are not employed and not attending school, and therefore presumably there is a large number available for employment.

Women are to take their places by the side of men in the reconstruction period after the war and therefore women must take their places by the side of men during the war. To place women in industry where there are enough men available and able to do the work would be only to lower the standards we have advocated these many years. We must not encourage the women to take positions which men are ready and able to fill, for this would lower the wage standard. Neither should we encourage volunteers to take the place of wage earners, thus supplanting their sisters who need the work and are trained to do it.

HUMANITARIAN.

Arrogance

The poet has asked why should the spirit of mortal be proud. The prosaic likewise are led to ask why any man should be puffed up with conceit for aught that he has done. How can we look at a star and reflect on the size of it and still believe in our own bigness and our own infatuated dignity?

One of the things a child has to learn when he comes away from the sheltering arms of his home is that he must now make a place for himself in a crowd of eager competitors. They all are seeking what he seeks. It will be

no "walk-over." That is, he may not trample upon the individual rights of others. He must defer; he must be patient, and mannerly, and bide his time and take his chance—and still be alert to go and to do, to work and to win, depending on his own right arm and his own force and motion to succeed.

Perhaps the child had his own way too much. He was spoiled; and now comes the sudden shock of disillusionment as he finds that there are others to consider.

The man who has to work for a livelihood ought to know better than to be overbearing; the man whose wealth permits him to be idle should have learned that he holds his great possessions but as steward or trustee—the servant of a power higher than his head. Neither poverty nor riches establishes the right to be domineering, brusque, inconsiderate and inflated with the megalomaniac notion that whatever stands in our path is a thing to be crushed, and our own pleasure must be gratified even at the cost of pain to many.

The world is so acutely and so constantly interdependent that the part each woman or man plays in it directly matters to all the rest. If we take more than our share, somebody else gets less than his share. But there is more than enough to go round—there is plenty for everybody—if we all have the will to work and if in that willingness we grant others the same right to earn a living that we ourselves enjoy. Those who refuse to obey the law that bestows the reward upon the workers and penalizes the idlers have no right to dictate to the industrious who have received what they deserve. And there are idle poor, just as there are idle rich, who cling to the wrong and the selfish point of view.

ASSOCIATED PRESS.

Activities of Women

In Japan dresses are frequently sold by weight.

Divorce is unknown to women of the Isle of Jersey.

The women in Italy work on the farms just the same as the men.

Fifty-four nurses are attached to the American forces in Germany.

Women climbers are particularly numerous this year in Switzerland.

Silk stockings are claimed to protect their wearers from lightning.

Miss Dorothy M. Rehfield, of Aberdeen, is said to be the only woman practicing law in South Dakota.

Milliners in the United States plan changing the styles of hats every month instead of twice a year.

The smallest species of women is found in Lapland. They average four feet nine inches in height.

At a mothers' meeting held recently in South Centre, Kan., a ban was put on short skirts and high heels.

Mlle. Hanoun, known as Turkey's Joan of Arc, is likely soon to be named as the only woman Ambassador to the United States.

Women in China never kiss, and when a Chinese woman wishes to show her affection, she gently touches the hand of her beloved.

How Do You Handle Money?

Do you ever put a penny or a nickel into your mouth? Well, what of it? A whole lot of it! Do you know where that coin has been? It has probably traveled thousands of miles. It has been handled by rich man, poor man, beggar man and thief, doctor, lawyer, merchant, chief. It has been in nice clean purses, and it has been in dirty ones. You should remember this when you start to put a coin in your mouth.

Money is unavoidably handled, at some time or another, by dirty hands. Sometimes the people that handle money are ill as well as dirty. Therefore, we should be very careful how we carry money.

The Government has what they call a money laundry, in which it washes and sterilizes paper money. But even with an occasional washing, the paper currency passes through so many hands that it is soon as dirty as ever.

A few years ago the Post Office Department issued instructions to the clerks that sell stamps to pass out the stamps through the stamp window with the face down, so that the sticky side of the stamps would be up and would not be dragged across the dusty window shelf or counter. In sliding the stamps across the counter face up, the sticky side would gather up dust and germs. Then the customer would pick up a stamp,

lick it with his tongue, and paste it onto his envelope. In doing this he would thus lick all the dust and germs off the stamp. Somebody realized that this was an unhealthy habit, and the method of selling stamps was changed. That is, the clerks were told to handle the stamps in a more sanitary manner, but many of them have long since forgotten the instructions.

If your friend whom you intend to ask to join soon has any hesitancy, tell her some of the mighty good features of the G. I. A.

Wisconsin State Meeting will be held in Antigo on Wednesday, October 12th, Division 493 entertaining. All G. I. A. Sisters are invited. Meeting called at 10:30 A. M.

MARGARET FAHRINGER.
State Secretary.

G. I. A. Relief Association

Chicago, October 1, 1921.

To Division Secretaries:

You are hereby notified of the death of the following members. The amount, due not later than December 31, 1921, for January quarter is \$2.25 for those carrying one certificate and \$4.50 for those carrying two.

Members insured during October will pay November and December of October quarter and all of January quarter not later than December 31, 1921, or forfeit insurance.

Relief secretaries must remit by post-office or express order, or bank draft if payable on Chicago, New York, Boston, Philadelphia, or St. Louis, Mo. Personal checks and those of any other city except above named cannot be accepted.

SERIES B

Assessment No. 28

Chicago, Illinois, July 8, 1921, of Chronic Heart Disease, Sister Effie E. Merrill, of Division 236, aged 57 years. Carried two certificates dated March, 1898, and February, 1909, payable to Helen Rosenfelt, daughter.

Assessment No. 29

Fort Worth, Texas, July 19, 1921, Obstruction of Bowel, Sister Minnie Watson, of Division 421, aged 47 years. Carried two certificates dated July, 1913, payable to John Watson, husband.

Assessment No. 30

Moberly, Mo., July 27, 1921, of Cancer, Sister Nora Broadwater, of Division 33, aged 56 years. Carried one certificate dated July, 1899, payable to Mary Brown, sister.

Assessment No. 31

St. Louis, Mo., July 30, 1921, killed in Auto accident, Sister Jennie Eschenbach, of Division 50, aged 68 years. Carried one certificate dated July, 1902, payable to Louis Eschenbach, husband.

Assessment No. 32

Huntington, Indiana, July 31, 1921, of Heart Disease, Sister Sadie Heath, of Division 19, aged 83 years. Carried one certificate dated April, 1892, payable to Laura Morrison, daughter.

Assessment No. 33

Columbus, Ohio, August 2, 1921, of Apoplexy, Sister Jennie Kline of Division 52, aged 65 years. Carried one certificate dated February, 1896, payable to Edward Kline, husband.

Assessment No. 34

Sedalia, Mo., August 4, 1921, of Cancer, Sister Belle Wills, of Division 15, aged 68 years. Carried two certificates dated September, 1900, payable to John and Belle Wills, son and daughter.

Assessment No. 35

Springfield, Mass., August 10, 1921, of Cancer, Sister Theresa Ingraham, of Division 61, aged 78 years. Carried one certificate dated June, 1900, payable to Harry Ingraham, son.

Assessment No. 36

Philadelphia, Pa., August 12, 1921, of Acute Cardiac Dilatation, Sister Mrs. John Moore, of Division 27, aged 79 years. Carried two certificates dated February, 1893, payable to Charlotte Moore, daughter.

Assessment No. 37

Detroit, Mich., August 8, 1921, of Myocarditis, Sister Christine Evans of Division 17, aged 58 years. Carried one certificate dated March, 1902, payable to Marion Duffy, George, William, Roland, Cadman and John Evans, children.

Assessment No. 38

Union Hill, N. J., August 11, 1921, of Arterio Sclerosis, Sister Sarah Burns, of Division 215, aged 65 years. Carried one certificate dated February, 1906, payable to Samuel Gidney, son.

Assessment No. 39

Detroit, Mich., August 8, 1921, of Tubercular Peritonitis, Sister Cora Ringler, of Division 17, aged 43 years. Carried one certificate dated February, 1911, payable to Hezekiah Ringler, husband.

Assessment No. 40

Port Jervis, N. Y., August 18, 1921, of Operation, Sister Josephine Moore, of Division 66, aged 46 years. Carried two certificates dated March, 1913, payable to Robert Moore, husband.

Assessment No. 41

Ashtabula, Ohio, August 16, 1921, of Apoplexy, Sister Mary A. Hagan, of Division 32, aged 56 years. Carried one certificate dated September, 1911, payable to W. R. Hagan, husband.

Assessment No. 42

Moberly, Mo., August 25, 1921, of Cancer, Sister Ardenia Perley, of Division 33, aged 50 years. Carried one certificate dated August, 1919, payable to Diane, Inez and Raymond Perley, children.

Assessment No. 43

Bloomington, Illinois, August 26, 1921, of Dilatation Heart, Sister Nellie Ely, of Division 55, aged 42 years. Carried one certificate dated June, 1918, payable to Harry Ely, husband.

Assessment No. 44

Toledo, Ohio, August 16, 1921, Pneumonia, Sister Mrs. John Hillhouse, of

Division 57, aged 53 years. Carried one certificate dated June, 1900, payable to John Hillhouse, husband.

Assessment No. 45

Baltimore, Md., August 31, 1921, of Uraemia, Sister Fannie Keith Swartz, of Division 110, aged 46 years. Carried one certificate dated January, 1910, payable to Florence Keith, sister.

Assessment No. 46

Buffalo, N. Y., September 2, 1921, of Heart Failure, Sister Bertha Shearer, of Division 232, aged 54 years. Carried one certificate dated December, 1914, payable to G. B. Shearer, husband.

Members will pay Relief Secretaries on or before December 31, 1921, or forfeit insurance.

Relief Secretaries must remit to General Secretary and Treasurer by January 5, 1922.

Members in good standing July 31, on July quarter, 13,624 in first class and 7,286 in second class.

Mrs. Geo. Wilson,
President Relief Assn.
Mrs. Jennie E. Boomer,
Secretary and Treasurer,
7645 Sheridan Road, Chicago.

Talk Unionism

Of all the different classes of business the one that is neglected more than any other by its owners is the union business. If the average business man would neglect his business as the average union man neglects to attend his union meeting and its business transactions—which is every wage worker's business—he would go into bankruptcy in a very short time.

How different conditions would be if every union man and woman would realize that the union hall is the place where their business is located! How different things would be if every union man and woman would talk about their business (the union) as much as their employer talks about his business. We are sure if the union man and woman would be just half as much interested in their business as the employer is in his, it would not be long before the world would see the end of its miseries; the end of struggling mankind slaving with might and main to make a bare existence; the end of a system that works the life out of young children before they mature into manhood and womanhood; the end of a system that allows the few to have everything in life while the many are living in endless misery.—Toledo Union Leader.

Without electricity, moving pictures would be impossible.

THE JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Act of October 3, 1917, Section 1103. Authorized on August 11, 1921.

Published Monthly at 19th and Grand Ave., Des Moines, Iowa.

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - - - - Assistant Editor

Address all matter for publication — Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to **C. H. SALMONS**, Editor and Manager JOURNAL, 1124 B. of L. E. Building, Cleveland, Ohio.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to **W. B. PRENTER**, General Secretary and Treasurer **B. L. E.**, 1118 B. of L. E. Building, Cleveland, Ohio. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the **F. G. E.**, as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to **W. N. GATES CO.**, Managers Advertising, 409 National City Building, Cleveland, Ohio.

THE HOMESTEAD  PRINTING CO.
DES MOINES, IOWA

OCTOBER, 1921

Employee Representation in Company Unions

An industrial correspondent to the Outlook, Mr. Sherwin Rogers, in discussing the question of success or failure of Employee Representation in company unions says, "It is a success because it is an honest method applied to dealings between honest men."

Not very reliable assurance of the success of employee representation. If, as Mr. Rogers says, it is an honest method applied to dealing between honest men, what has made these men so different from other men. We could agree with Mr. Rogers if he said that any honest method applied to dealings between honest men would succeed, but we cannot agree with him that honesty prevails to such an extent as he would have us believe. It would be the simplest thing in the world to do business under the conditions he suggests, but the conditions labor has to contend with

are so different. It must not only contend with business conditions as it finds them, but with human nature as well, and the latter, in official position, is often shy a few points of being perfect, so labor must proceed accordingly. If the employer is perfectly honest, well and good, but the workers organization must be prepared for the worst. A ship built for fair weather only would not fare well in a storm and a body of workmen organized with only an employee representation might meet with conditions they could not overcome. Employee representation is all right so long as there is a court of appeal for justice above and beyond the company union, but when the officers of the company union are the court of last resort, influences may operate to intimidate the representatives of the men within the company union to an extent that might harm the interests of those they represent. The company union whose officers and members are all employees of the company may be likened to a baseball contest without an umpire, or a prize fight without a third party in the ring. If the contest was always between honest men it would seem as if any system would answer but these are often decided differences even between honest men, and there is no man so stubborn as he who sincerely believes he is in the right.

But the Brotherhoods formed by the men independently of their employers were not the result of differences between honest men. They were formed in self defense against the imposition of employers who made no pretense of honesty, who did not regard it as having any place in their negotiations with their employees. The need for such an organization is as urgent today as it ever was. The employees know that. They may appear right now during the world wide business slump to favor the company unions just as a hungry man will accept a hand out when he has no choice, but at heart they know the whole thing will be scrapped when business resumes.

As a theory the company union is a beautiful thing. It possesses all the elements of an ideal method by which to protect the interests of both employer and employee, that is, where dealings

are conducted between honest men, but when we find the employers combining with each other to raise the prices of the products they manufacture, and which labor must buy, and at the same time combining to control the price of labor as well, then we must say that, however, beautiful the company union may seem, as a theory, it does not fit into present industrial conditions with equal advantage to both parties concerned. We know that even if the employers made the company unions operate as perfectly as labor could wish, it would be but for a short time; only until the lines of organized labor would be entirely broken up and its forces scattered, after which we would soon see arrogant, autocratic authority again in the saddle cracking its whip and riding rough shod over the most sacred rights of the wage earners.

The "company union" may be all right as a Sunday School Fable, but in its practical application to everyday affairs it is as impractical as a tissue paper overcoat in a January blizzard.

Wage Standards as Well as Mechanical Standards Mean Efficiency

We all know that great economies can be effected in the standardization of construction of any kind, also that the principle applies with especial force to railroading, yet, after more than three quarters of a century of railroad development the only standard the railroads can boast of is the gage of the track. This is the logical result of too much "individual initiative" and not enough mutual co-operation.

We witness the effect of the former system in the five hundred or more types of locomotive in the United States, and in the endless variety of mechanical accessories employed, all representing a degree of waste and inefficiency, if not actual graft, which has been added to the burden of expense of railroad operation.

This represents one phase of individual initiative in railroad management, but if the Railroad Labor Board should be abolished we would witness before long another phase of it which would be far more damaging in its general effect. We would soon see the manage-

ment on each separate railroad striving to force reductions of wages to the pre-war basis when there were fully as many different rates of pay for engineers as there were different kinds of everything else on the railroads, which should also have been standardized as the wages have been. If the private owners think they can go back to the wage rates or working conditions of pre-war days they are mistaken, but the great trouble would be that they would cause a lot of confusion and loss of money and waste of various kinds and inflict serious losses upon the public before they would be convinced that they had undertaken an impossible task. The railroads in the South would seek to justify a slash in wages on the grounds that living cost of employees is less there than in the North. The railroads in the North would cut because the cost of operation owing to cold and snow is greater than in the South. They would all find excuses if necessary though they might be autocratic enough to cut deeply without giving any reason other than they were exercising individual initiative and it was their own business any way to fix the wage rate and the employees duty to take what he got, or leave it. Not leave in such numbers as to cripple the service but so as to help the railroad put the reduction over with as little inconvenience as possible.

Look where you will and where is there any evidence of great railroad progress that can be traced to individual initiative? On the contrary, there is much to show that it has rather been a hindrance. As proof we have only to point to the improvements that have kept pace with the development of the speed of railroad trains for the purpose of lessening the hazard of train work and the danger to the public, all of which were forced upon the railroads by public sentiment expressed through the law. We can see today in the opposition to the adoption of the automatic train control by the railroads, proof of the contention that private control of railroads is not a progressive policy, nor does it encourage individual initiative excepting in the exercise of autocratic authority in raising traffic rates and lowering wage rates.

The trouble is the railway officials think the only initiative worth considering is theirs. They overlook the fact that there are upwards of two millions employees in railroad service whose initiative would mean so much to the railroads, but which owing to recent railroad tactics is at a pretty low ebb, and conditions cannot be improved unless means are employed that will restore the loyalty and interest of the rank and file, something that will never be done while the roads are under private control.

It is a fact recognized by our most progressive employees of labor that the time has arrived when if men are to give the best that is in them in the way of service they must have something more than wages as an inducement. If self preservation is the first law of nature then self interest, as expressed in service, is the second law, and to get the best out of the workman there must be something more than a bare wage, the workers must have direct financial interest in the earnings of the company employing them if they are to render the best service they are capable of.

The private owners will be playing with fire if they ignore the law and undertake to slash wages as they are evidently anxious to do, but if permitted to have their way the reaction from that policy will be worse in its general effect in this country than all other results of the aftermath of the World War, combined. There are no good reasons why there should not be a fair and standard rate of pay for running a locomotive on different roads as well as for the service of the individual on each separate road. We had enough experience with classification of wages of engineers on the same road doing the same service, but we fought it out of existence, and we must stand just as firm in opposition to any differential in the rates of wages of engineers employed in different sections of the country no matter under what pretext it is made, as the same principle is involved in both cases.

Classification of wages was one of the many tricks invented to prevent the growth of organization, but like some others the tidal wave of co-operation

wiped it out of existence as it will now prevent the making of a differential rate of pay for engineers in different parts of the country.

A General View of the Situation

The Board of Directors of the Pennsylvania Railroad company issues an announcement saying it is its manifest duty to the public generally, and especially to shippers, passengers, investors and stockholders, that railroad expenses be reduced. It does not explain how shippers or passengers are going to be benefitted by wage reductions since there is no reference made to lower traffic rates. The management of the Pennsylvania has already reduced the number of employees 90,000, which represents the company's generous contribution, its great sacrifice to the cause of reconstruction. The question naturally arises here what were those 90,000 men doing that their help could be dispensed with and yet not effect the service, so as to discommode the passenger, or the shipper? There are just as many men in the engine and train crews as before, so there could be no reduction made there. The railroads complain that the shop craft employees are giving less for a days wages than ever, so there could not be such a reduction there without crippling the service, then it must be that the 90,000 employees recently dismissed are part of the "excess baggage" carried by the railroads during the time they were under the control of the government, but in fact were operated by the same officials who had operated them under private operation, before and after the war. That the officials on one system of road needed 90,000 more employees during the war than before or after, has never been satisfactorily explained. Nor has it been made clear why the reduction was not made immediately after the return of the roads to private control instead of waiting until after the traffic rates were fixed and the six months guaranty period following the return of the roads to the private owners had expired. The conduct of the railroads before the war when they purposely let the power and rolling stock run down and then appealed to the gov-

ernment to take them over was not by any means above suspicion. The scheming of the officials to employ every available man during the war, exercise no supervision over them and then complain of their inefficiency was too barefaced to escape detection, and their recent reduction of forces under the pretext that the government was wasting money, is in fact a confession of their own duplicity, for the operation of the railroads was entirely in their hands during the entire period of government control.

The public is not likely to give much heed to any pretensions the Pennsylvania or any other railroad company may make at this time. Those corporations that lost sight of the public interest in times of stress of war are not likely to wax loyal during these piping times of peace, and the public knows this too well to be fooled by any false pretense the railroads make today.

We have heard so many spokesmen of capital say recently, "there was no difference between capital and labor that could not be settled by men sitting around the table," and yet we have witnessed the scrapping of the Missouri and North Arkansas railroad, the result of a rule or ruin policy of the management of that road, which ignored not only the right of labor to a voice in its own affairs, but the authority of the railroad labor board which protested against the reduction of wages by that company as well. The Atlanta, Birmingham and Atlantic Railroad furnishes a parallel case, and though still in operation, its future offers no encouragement to the owners of the property, and proves that a policy of management which defies the law and ignores the rights of the workmen is a losing one.

A financial statement of the Interstate Commerce Commission shows that the A. B. & A. has been operated at a loss of more than a million dollars in four months and unless there be a change of policy soon it must go the way of the M. & N. A. to the scrap heap. The A. B. & A. is receiving aid in various ways from other roads, but these will have their hands full taking care of their own affairs, besides which they will soon see the futility of trying to support a losing game.

Let us hope that in the general ad-

justment of differences between the railroads and their employees, the cases of the A. B. & A. and M. & N. A., will receive due attention. The loss thus far to the stockholders, to the employees and the public which must depend more or less upon those lines for transportation is beyond estimate, but whenever or, however, the adjustment is made the fact is evident that these strikes have already furnished object lessons which are invaluable to the cause of labor.

Not only have these strikes proven a failure from the point of view of the railroads directly concerned, but the general policy of the railroads as reflected in the attitude of the Pennsylvania has also been a failure thus far and promises nothing encouraging for the future.

We expect the railroads to openly challenge the rights of labor, but when they also defy the law, as some have in ignoring the ruling of the labor board, they are also challenging the rights of the public to a voice in its own affairs, a voice in the solving of the transportation problem.

Are Strikes Harmful?

The strike is a protest against low wages or unfair working conditions, and, as is true of any preventative, the good it has done can only be estimated by the wrong it has prevented.

The harm strikes do, is in comparison to the good they accomplish, merely as the breaking of an egg is to the making of a cake. No measure of good is gained without some effort, without some sacrifice, and so the strike may be regarded as the price labor pays for what it gains in advancing its interests by that method.

The workman may be compared to the merchant. Each have things to sell. The merchant may place any price he chooses on his goods, even make it so high his customers cannot buy. The workman sells his labor and he should have the same right to insist upon getting his price, even though the employer may refuse to pay it, because it will cause a reduction in the profits from his business. So we see the right of the workman to strike is simply exercising his right to refuse to sell his

labor excepting at his own price, just the same right the merchant exercises in the selling of his goods.

No, we cannot judge the strike by damage which has often resulted from it. A heavy rain may do great damage to crops in some places, but in the main it saves the crops of a whole section of country. So we must also judge the strike from the point of view of the greater damage or wrong it has prevented, for were it not for the strike there is no limit below which the employers of labor would not grind the workman.

The strike is the weapon of defense of organized labor, and organized labor is the greatest protection this country has against mob action, mob violence. So long as we have organized workmen we are going to have strikes; when the time comes that we no longer have organized workers then we will have no more strikes, we will have mob action, mob violence, and anarchy and destruction.

Abraham Lincoln said of the strike, "I am glad a system of labor prevails under which laborers can strike when they want to; where they are not obliged to work under all circumstances, and are not tied down to work whether you pay them for it or not. I like a system which lets a man quit when he wants to and I wish it might prevail everywhere. I want a man to have a chance to better his condition, that is the true system. I am not ashamed to confess that twenty-five years ago I was a hired laborer."

In its broader aspect the strike is to the nation what the safety valve is to the steam boiler. Each are a means to relieve excess pressure. Without the safety valve the boiler would surely explode; without the strike we would have industrial and social revolution.

The New Pension Law

ARTICLE IV—MEMBERSHIP

Section 1. Membership in this Association shall be confined exclusively to members of the B. of L. E. who are in good standing at the time of making application and at the time of enrollment as members. Age of applicant to be taken from the B. of L. E. records,

and all applications for membership must be accompanied by one month's dues; provided, however, that after the passage of this law no application will be received for membership in this Association from any applicant who shall have reached the age of 50 years, and be it further provided that after December 31, 1921, no application will be received from members who have reached the age of 40 years; and be it further provided that, after the passage of this law, any one joining the B. of L. E. and desiring to obtain membership in the Pension Association, must make application for the same within a period of one year, excepting in cases where the applicant is under 40 years of age.

Two Kinds of Justice

When we compare the difference between the total amount of wage increase granted the railroad employees by the Railroad Labor Board, to that of the increase in traffic rates granted the railroads by the Interstate Commerce Commission, we get a fair idea of the unfairness of those railroads that now propose wholesale wage reduction.

The total wage increase per year amounted to \$558,000,000, the traffic revenue increase based on the same amount of business to \$1,340,000,000, a difference in favor of the railroads of \$576,000,000, and yet they are clamoring for wage reductions.

The railroads are pointing to the earnings of the present to justify them in cutting wages. It would be just as fair for the employees who are working but half time owing to the present business depression—and there are many such—that their wage rate be doubled. These are not normal times, but they are favorable to the railroads and other employers of labor to force wage reductions, so they are taking advantage of the opportunity. If wage reductions are made now, when business resumes it will be labor's opportunity to regain what it has lost, then there will be another industrial stagnation created before a final adjustment is reached, and so the old game of see-saw will continue indefinitely unless the government takes a more active part and is represented by a body that has the power

to act as an impartial umpire between the contending parties. Such a body will need to have more authority than the United States Labor Board whose rulings were absolutely ignored by the A. B. & A. railroad which made wage reductions in defiance of its direct orders and in violation of the Transportation Act.

The conduct of the railroads during this so-called reconstruction period clearly exposes the crooked trail of organized capital, weakens the faith of the most conservative in the honesty of government, and gives the radical just cause to proclaim to the world that there is one kind of justice for the classes and another kind for the masses.

Our Advertising Department

Knowledge of his business and experience in it, makes a good advertising man just as they make a good engineer.

Our readers may be interested to know that our advertising department is represented by men who have made a specialty of railroad brotherhood journal advertising for from twenty to thirty years.

Forty years ago the late W. N. Gates conceived the idea that advertising, like medicine, law, engineering, etc., would soon be divided among specialists. He believed that railroad men were the best paid wage earners in the world, that they and their families were the most intelligent and discriminating buyers in the field of labor, and that a market could be created for advertising space in magazines circulating among them.

At that time there existed among the large national advertisers generally, a deep-seated prejudice against what they termed "Class Publications." They set up chiefly two arguments, namely:

- (1) That it was an extravagance in that they claimed they reached our people through their advertising in newspapers, magazines and periodicals of wide-spread national circulation; and
- (2) That if they used our class of labor or fraternal or like publications, they would have to use all, otherwise laying them open to the charge of discrimination, hence they preferred to use none. These arguments, hard as they were to overcome, were so fully met and his

idea of specializing in railroad employee magazines proved so successful that the company formed at his death to continue his business is today representing the first journal which appointed him its advertising representative, forty years ago.

This company has experienced men in New York, Cleveland and Chicago who are continually endeavoring to secure for this JOURNAL the best possible class of advertising. Every advertiser and advertisement is carefully investigated and only such as are reliable, so far as it is humanly possible to ascertain in advance, are admitted to the columns of the JOURNAL.

Were our readers to know the vast volume of advertising that is offered, but rejected as undesirable by this company, they could hardly believe it. If any reader has a complaint to make against any of our advertisers we want to know it. Personal attention will be given to it by our advertising representatives. To secure quick action we suggest you write direct to The W. N. Gates company, 409 National City Bldg., Cleveland, Ohio.

It must be plain to our readers that advertisers cannot continue to use our columns unless they get results. We want you to feel that you can answer any advertisement appearing in the JOURNAL with the assurance that it will be to your benefit to do so.

We hope the statements made here will remove any doubts you may have had. When answering an advertisement please be sure to say you saw it in the B. of L. E. JOURNAL.

Railroad Security Holders and Wage Earners in the Same Boat

It is rather significant that the people who hold bonds and other railroad securities are now willing to co-operate with the wage earners for protection against capitalistic greed. Until very recently the security holders have been made to believe that the value of their holdings was depreciating from year to year because of the excessive wage demands of organized labor, but they have seen the light and realize now they are in the same boat with the wage earners and that the railroads are rock-

ing the boat to the discomfort, as well as the financial loss, of both.

The security holders also realize that through effective organization the employees have been able to get a larger share of what was due them than if they innocently trusted to the honor and integrity of those in charge of the railroads, for they have found that in the matter of integrity, at least, the railroads are bankrupt.

The depreciation of values of railroad bonds is enormous, and as much of that kind of security is held by insurance companies, whose ability to meet their obligations to their policy holders rests upon the value of those holdings, it can be seen how far reaching is the financial collapse of the railroads.

The more are caught in the maelstrom of railroad management and stock manipulations, the greater will be the need for government interference in the situation which is now such a hopeless one, and one that offers no encouragement, unless there is a radical change in the situation.

The railroad employees have offered the only solution of the railroad problem in the Plumb Plan. This is conceded by the representatives of the investors or security holders, and it is not too much to hope that the bond and other security holders will, in the present extremity, take steps to effect an organized movement that will demand recognition by the government of their demands.

To have won the railroad security holders over to their side has been a signal victory for organized labor, and the more favorable publicity it will receive where it was formerly unfavorable will place the organized worker in a fairer light and enlist the sympathy of the general public. It would also represent a power that neither the government or the railroads could afford to ignore, and present indications would suggest such a possibility.

Not How Long, But How

In bare justice to competent and experienced locomotive engineers, exception must be taken to the charge that they are overpaid merely because a run of well under four hours on a fast express may mean a full day's work and pay; and that the New York Central, for instance, is thus paying three

full days' wages for a ten hours' run to Buffalo. There are few such jobs, even on the greatest railroads, and the men holding them are the best and most experienced engineers on the road. The work they do is well worth the pay.

While artificial restrictions of hours are certain to be largely swept away in the coming slump in the labor market, with the wholesome return to good work for its own sake, it must still be clearly understood that the standard is not how long you work but how. Did the war overcome our hysterical exaggeration of the importance of death? What if young men were cut off in their prime if only the end of their existence had been achieved? It is not how long you live, but how.

Before he reaches the special job of running the locomotive which hauls the Twentieth Century Limited the locomotive engineer has had a long and searching test, as a fireman and in charge of locomotives meeting every sort of emergency. The concentration required in his completed run from Albany to Syracuse or New York to Albany is not to be measured in hours. He is almost an artist, and an expert craftsman of his trade. Whistler, in the witness box, was asked if he had the effrontery to charge \$2,000 for a picture which took him two days to paint. He said: "No. I charge that for the study of a lifetime."

Let us be fair to the workman and especially the good workman. Locomotive engineers do not start, even under the McAdoo scale, with any such hours and wages as these somewhat unfairly put forward, and few ever attain them. Let us be fairer than the labor unions. They want the public to judge the wage-paying capacity of every railroad by the surplus of the richest road. The public's case against the railroad unions is strong enough, and needs no such arguments as these to support it.—*Wall Street Journal*.

A Real American Workman

On August 30 *The Wall Street Journal* under the caption of "Not How Long, But How", pointed out that a first-rate locomotive engineer completing his mileage on a fast passenger express did a full and honest day's work even

with less than five hours' actual employment. President John Draney, of the Veterans' Association of the Lackawanna Railroad, writes a letter to the editor which is well up to any newspaper's editorial standard. He says:

"I have been a locomotive engineer for the past thirty-seven years, rising to that position from a water boy at a wage of 50 cents a day, back in 1873. I am at present in charge of the Lackawanna Limited between Hoboken, N. J., and Scranton, Pa., and before I attained my present position I passed through the "long and searching test" to which you refer, meeting every kind of emergency.

"The train which I run and for the safety of which I am responsible represents, in addition to the safety of the life and limb of the passengers, a money value of more than half a million dollars, and I can appreciate what you say in the caption of 'Not How Long, But How.'

"I want to thank you for bringing this truth to the attention of your readers, and I know it will be appreciated by every locomotive engineer in the service."

Thank you, Mr. Draney. Good luck to your clear head, your nickel-steel nerve and your brave and honest heart. This newspaper has no quarrel with workmen like you. If they were all like you there would be no unemployment problem, except for the parasites of labor and the parasites of capital, who are far too busy.—*Wall Street Journal*.

The Railroad Labor Board Doesn't Suit Railroads

If we can believe the statements of the pro-railroad publications, the U. S. Railroad Labor Board is not doing business to suit the railroads. The latter are especially displeased with the recent wage reduction. They say it was not drastic enough, "did not cut deep enough," to permit of reductions in the traffic rates.

When the Transportation Act was passed it was said by the railroad owners to be the best piece of constructive legislation that Congress had enacted in years. But why not, when the government guaranteed them liberal profits for the first six months of its operation.

The guaranty period is now a thing of the past, and while the railroads no doubt made the most of it while the making was good, it is today merely water over the dam. The railroads are now dependent upon their own resources and are indignant that the Labor Board did not take from the train service employees all that was granted in the July award of 1920.

They argue that since labor represents the greatest item of expense in industry that it should accept a sufficient reduction to put industry back on its feet. There is not even a suggestion of capital making any sacrifice to the same end. One would think that the workers were the ones who profited during the war, when the fact is that labor was the victim and capital the profiteer. The public press made much of the individual workers wearing silk shirts and owning flivvers, but the fact that we created more than a hundred thousand millionaires and near millionaires was taken as a matter of course.

Capital is trying with all its force to lower wages everywhere. Workers in the building trades have been fairly successful in their readjustment of wage schedules, but they have no such force to oppose as that which represents the railroads. It was that power which demanded and got the Transportation Act passed, and now after having served their purpose, the same power would throw that law in the discard, just as it would set aside any other law not to its liking.

It is the cry of the railroads that the wages of their employees is the key log that is blocking business through the high traffic rates necessary to meet that expense, but you will find that if the wage reduction is accepted the railroads will fight just as hard against a reduced traffic rate as before. Labor has faith in the Labor Board, but it knows from past experience that organized capital is powerful and unscrupulous, and that it will require all the tact and strength and resources organized labor can command to get what is coming to it.

Correcting a Wrong Impression

The public's impression is that railroad employees are trying to hold up their employers when they ask ~~three~~ and one-half for overtime.

The truth is, however, the railroad

employees, as a rule, do not want time and one-half for overtime, in fact do not want over-time at any rate of pay. The demand for time and one-half was made with the intention of breaking up the practice of keeping trains out along the line that were so overloaded with work or tonnage that they could not make reasonable running time. It would seem that the heavier tax on overtime has not had the desired effect of breaking up the practice, but the railroads have used the slogan "time and one-half for overtime" to impress the public with the absolute unfairness of the railroad employees demands, and with the liberal aid of the press, have made some headway in that direction.

Now the fact of the matter is the demand for time and one-half was in the nature of a concession to the railroads in that it permitted them to keep men on duty an excessive number of hours if it were profitable to the company to do so. If instead of the present limit of 16 hours the employees had demanded a limit of 10 or 12 hours to the time crews could be kept on duty so as to cut down the overtime or that the limit of time per trip should be made 8 hours, thus cutting overtime out altogether, then the railroads would have made the complaint that organized labor was trying to strangle rail transportation, and through a favorable press would make loud appeal to the public for protection against them.

That is the situation at the present time. The railroads are appealing to public prejudice against their employees through the public press, the magazines and other publications, in addition to the propaganda put into circulation through the activities of the chambers of commerce and other so called business men's associations while the pulpit alone stands unpolluted by their seductive influences, or unawed by their awful power.

The battle is on right now. The railroads are marshalling all their forces to lower the price of labor. The threaten to eliminate time and one-half for overtime, and in fact abolish all that the national agreements give the employees and threaten to do this in defiance of law and the power of organized labor. They are going to make the railroad

pay to operate even under the present grafting methods of management by reducing the wages. Going to make the employees, out of their own pockets, pay the stockholders dividends.

The railroads may be able to do all this and they may not. We are inclined to the latter opinion. While hoping for the best we must face the fact that the railroads have the advantage in leverage. They have the public press whose influence on the public cannot be overlooked, and with the law making bodies at our national capital being guided by public sentiment at home, it can be seen how they, with every pretense at justification, will make laws to suit the railroads since those laws are in accord with that public sentiment, molded by the hired press.

Yes, the organized workers have hard sledding ahead of them. The railroads, defiant of all restraint, are now threatening to tear down what organized labor has spent years in building up, but they will fail, partly because their action is contrary to every rule and principle of fairness, but chiefly because organized labor will not tamely submit to the conditions they would impose upon its members.

The Church Threatens Reprisal

Report that the young preachers of America would refuse to marry or bury employers whose industrial policies and practices were unfair, was applauded by the recent convention of the American Federation of Labor.

With the leaders of the church lending their encouragement, their moral support to organized workers, as they evidently have, a combination is formed which capital with all its control of legislation, and the public press cannot overcome. The unfair capitalist is essentially a hypocrite. The greater his sins the more sanctimonious he must be to maintain a semblance of respectability, but when he finds that he is fooling only himself, and knows he stands branded before the congregation, he will experience a feeling of discomfort, if not actual shame, which he did not know before the Church World Movement found him out and held him and his kind, in all their nakedness, exposed to the public gaze.



Buy Bonds Now!

Not since the Civil War has it been possible to **BUY GOOD BONDS** at today's prices. Investors taking advantage of these prices will make money. Bond prices are beginning to move upward. It's time *NOW* to act. Don't delay.

WE STRONGLY RECOMMEND

Province of Alberta (CANADA)

6%

(Guaranteed Bonds Payable in U. S. Funds)

Dated May 2, 1921

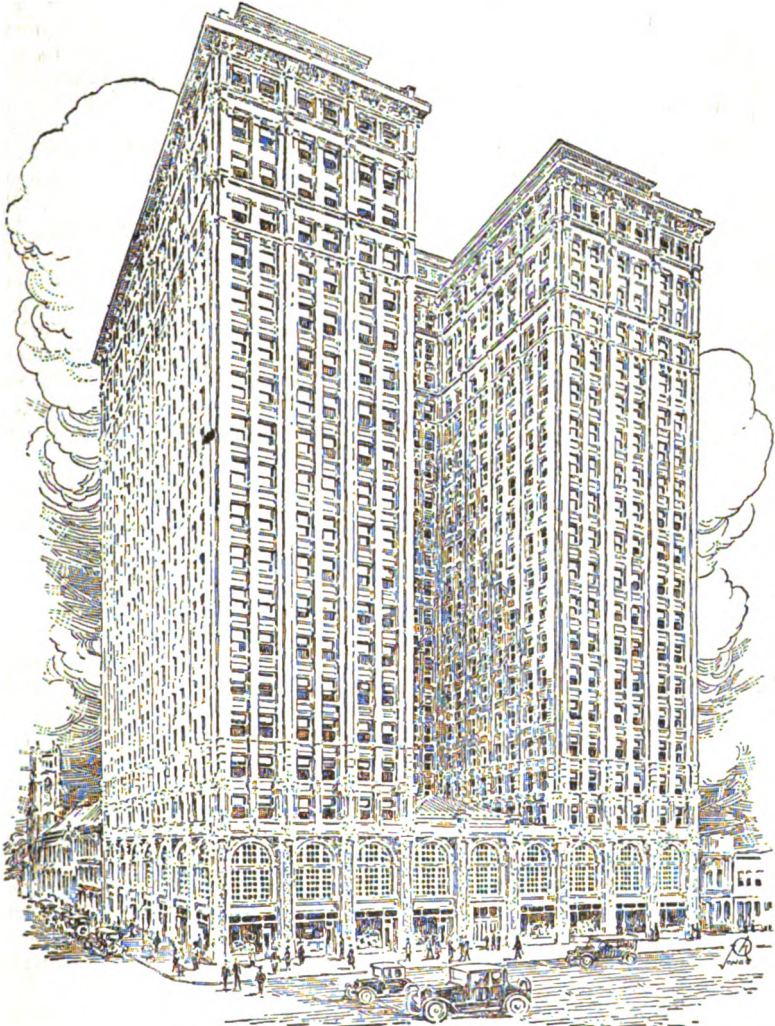
Due May 1, 1951

At a Price to Yield 7%

No matter what amount of money you may have to invest, either a large or a small sum, you will find it to your advantage to **INVEST IN BONDS TODAY**. Let us explain our **PARTIAL PAYMENT PLAN** to you.

Circulars will be sent upon request.

MEMBER FEDERAL RESERVE BANK



New 21-story Bank and Office Building to be erected by the

Brotherhood of Locomotive Engineers Co-operative National Bank

This bank is unique among National Banks, being successfully conducted on a co-operative basis. Its phenomenal growth is recorded in millions of deposits acquired from month to month.

Its adoption of the Insurance Savings System is just another step in its constructive policy of serving the public in new and progressive ways.

Besides paying 4% net on deposits, this bank will pay co-operative dividends to its savings depositors, including Insurance Savings accounts.

“NATIONAL BANK PROTECTION FOR YOUR SAVINGS”

| | | |
|--|--------------|--|
| | LINKS | |
|--|--------------|--|

B. L. E. Div. 546 and Auxiliary Div. 552 Have a Good, Old-Fashioned Time

On August 25 Auxiliary 552 held a lawn social, which was a great success and a very enjoyable time was experienced by all who took part. There was ice cream and cake sufficient to satisfy the inner man. The ladies never fail to provide plenty of the good things to eat and to make their entertainments a success in all ways.

Sunday, August 28, was regular meeting day of Division 546. We had an average attendance, 38 in number, and a rousing good meeting. We had Grand Officer Bro. Blainey with us and were more than glad to have him. He made us a grand speech wherein he complimented us upon our Division and the manner in which we did business, and also upon the fact that we are 100 per cent Brotherhood men. After Division closed we had a grand, good, old-fashioned hand shaking and personal introductions. Everyone seemed happy to have the opportunity of attending this meeting and having the pleasure of meeting our worthy Bro. Blainey.

On August 14, Division 546 appointed a committee (J. M. Beggs, H. O. Fort and M. Dugan) to arrange for our annual picnic, and on August 31 we met promptly—brothers, sisters, children, sweethearts, in round numbers 175—with well-filled baskets at Riverside Park for our all day picnic. Auxiliary 552 joined us in this outing and their committee—Sisters E. Z. Albaugh, C. C. Livingstone and Pearl Nicely—entertained us all O. K. Half dozen engineers ran in the sack race and many joined in pinning clothes pins on a line, pinning tail on mule, women's foot race, little girls' foot race, little boys' foot race, the winner in each game drawing a small prize. A base ball game between engineers and firemen gave the spectators many a hearty laugh. The firemen were a little too much for the engineers, they would have been all right but they would fall down and muff the ball.

We had luncheon about 2 p. m. with everything that was good; Nothing wrong with those baskets. Sandwiches, salads, pies of many kinds, cakes and

ice cream made our picnic table a banquet. Supper also was served from the baskets.

Bro. Blainey came out in the afternoon and took supper with us. After supper the writer introduced our worthy Grand Officer Bro. Blainey, and asked him to give us a speech, which he cheerfully did. He gave us a very interesting talk on many things and urged the Sisters especially to talk insurance to their husbands and get them to take out more, showing them the good features of our insurance. He also complimented our Division and its Auxiliary on the way we co-operated and how happy every one was, all having a smile upon their faces. He assured us this meeting would ever remain in his mind. We all felt the day was well spent and hoped everyone would remember our next picnic. Our pensioned brothers who were able came to the picnic, but there were several missing since our last gathering, some having passed away to the Great Beyond.

J. M. BEGGS, Cor Secy.,
D. A. Thomas Div. 546.

Honors Conferred Upon Bro. Griffith H. Bachman of Div. 316

A very pleasant affair was enjoyed at the home of Bro. G. H. Bachman of Weatherly, Pa., a member of Hazelton Division No. 316 Brotherhood of Locomotive Engineers, when a delegation of the same paid him a fraternal visit, and decorated him with the gold badge of the order, conferring upon him permanent honorary membership in the Brotherhood.

Bro. Bachman is the oldest engineer belonging to the Brotherhood in this section, and the honor conferred upon him is well deserved. Bro. Bachman will be 87 years old in November, 1921.

He started his career of railroading on the Lehigh Valley R. R. in 1855, or sixty-six years ago.

At that time the road was not operated in the winter months; he worked as a brakeman with engineer Samuel Harleman.

In the year 1865 after his return from the war, he was promoted to engineer. That was 56 years ago, and he ran as engineer until he retired.

Bro. Bachman had many experiences and few knew as much about railroad-ing in those days as he did.

In 1870 he joined the Brotherhood and has held continuous membership since his initiation, or for 51 years, and the members of Division 316 all join in wishing him many more years of health and happiness, and we were as



Bro. Griffith H. Bachman, Div. 316

well pleased to pay Bro. Bachman our compliments on this occasion as he was to receive them.

Bro. Bachman is respected by all who know him in this section, and he holds the honor of having in his possession the town's gold headed cane, a distinction conferred upon its oldest citizen.

G. H. HEISER, Secy.-Treas.,
Div. 316.

The Lingo of the Lumber Jack

Workmen in the great woods of the Pacific coast have a language all their own that is not understood by the un-initiated.

A "faller" is the workman who "falls" the trees, and a good faller can always fall his tree so that it will drive

a stake that he has previously set into the ground.

A "bucker" saws the trees into logs, and the process is called "bucking the log." A "sawyer" always works in the lumber mill, and he saws the logs into lumber. A "filer" files the saws and keeps them sharp.

The "hooktender" in a logging camp puts the chain around the logs so they may be hauled in with a donkey engine. A "chaser" follows the log as it is being dragged in, a "swamper" keeps the road-way clear for the logs, and a "sniper" cuts off the sharp corners of the logs so they will drag the easier. A "choker" is the cable line placed about a log.

A "high climber" in a logging camp is the workman who goes up the logging mast to place "high lines" from the donkey engine. The "skid greaser" puts grease upon skid roads so the logs will slide more readily. The "whistle punk" operates the donkey engine whistle and signals the workmen with it. A "donkey" is a stationary engine with cables that long ago replaced oxen in log handling in the west.

A "boom" is a number of logs in the water held in place by "boom sticks."

In former times the word "bull fighter" was commonly heard. It applied to the man in a logging camp who had demonstrated his superior ability with his fists in numerous encounters with his fellow workers. This expression is no longer heard, loggers say, because fighting in logging camps is a pastime in which workmen no longer indulge. A fight is now a rare occurrence in the woods of the coast.—New York Tribune.

Labor's Only Weapon

There is only one way by which the workers can control their power to produce; that is, by being in a position to work or to withhold their labor until they can secure fair wages and fair conditions of work. No wage earner can have this power alone, but collectively they can force employers to agree to fair terms.

INSURANCE



W. S. STONE,
President B. L. E. Pension Association

Official Notice to All Members of the Pension Association

PENSION ASSOCIATION

of the

BROTHERHOOD OF LOCOMOTIVE ENGINEERS

*To the Members of the Pension Association
and Their Wives:*

GREETINGS: At the Third Triennial Convention of the Pension Association held in Cleveland, Ohio, May 28th, 1921, the Delegates discussed at length the question of formulating some plan whereby the widows of pension members could be pensioned. It was pointed out that at the present rate of dues charged pension members, it would be impossible to continue the pension to widows after the death of a member who was receiving a pension at the time of his death.

After thorough investigation and discussion, it was decided that the only way that a Pension could be given to the widows of members of the Pension

Association was to make provision for pensioning widows a separate and distinct plan from the present Association plan as now organized.

The following plan has been worked out:

In order to test the possibilities of being able to pension widows, we believe the plan could not be made self-sustaining with a lesser number than 10,000 participating and only wives of those who are now members or those who may in the future become members of the present Pension Association, of the Brotherhood of Locomotive Engineers would be eligible to participate in this proposed plan.

The question is herewith submitted to all present members of the Pension Association to ascertain if they are interested in securing a pension for their widows after their deaths on the following basis.

FIRST: It will require 10,000 applications from the wives of the present members of the Pension Association declaring their wishes to participate in this new feature.

SECOND: A pension of twenty-five dollars (\$25.00) per month will be paid to the widow on the death of her husband who is a member of the Pension Association in good standing, being paid a pension, at the time of his death. This pension is to be paid to the widow the first day of each month during the remainder of her life, except in case of her re-marriage, when the pension will stop.

THIRD: It is estimated this will cost one dollar and seventy-five cents (\$1.75) per month, to be paid same as Pension Association dues are now paid and under the same law, through the present Pension Secretary-Treasurer in each Division.

A voluntary membership of 10,000 must be secured in order to demonstrate the possibility of the plan. The Board of Governors of the Pension Association has set the date of October 1, 1921, as the time to commence to receive applications from the wives of members desirous of participating in this new feature, and all applications must be accompanied by one month's dues. Should the necessary ten thousand applications not be received by December 31, 1921, (90 days) the General Secre-

tary-Treasurer may discontinue receiving further applications for the proposed plan, and refund the money to those who paid it and discontinue further activity in the matter.

Should the necessary number of applications be received, then the plan will be made effective as of January 1, 1922, under the following rules:

Payment of monthly dues of this new feature of the Pension Association will commence October 1, 1921.

Payment of benefits of this new feature will be as of January 1, 1922, but any widow becoming such during the

Widows receiving pension benefits will not be required to pay dues, and if, at any time, in the opinion of the Board of Governors, the financial condition of this feature should become such as to warrant an increase of the monthly dues, or a decrease in the amount of pension benefits, they are duly authorized to make the same.

The new feature of the Pension Association must be self-sustaining and shall in no way create any financial liability for the present Pension Association of the Brotherhood of Locomotive Engineers, or a liability to the Organization known as the Brotherhood of Locomotive Engineers, and its funds must be kept separate and distinct and used only for the purpose of pensioning widows of deceased members of the present Pension Association.

There being no available capital to test out this plan, the Advisory Board of the Brotherhood of Locomotive Engineers has authorized the necessary expenditure of funds to launch the same until it can become self-sustaining, when the Brotherhood of Locomotive Engineers will be reimbursed.

Yours fraternally,

W. S. STONE,

President.

Attest:

WM. B. PRENTER,

General Secretary-Treasurer.

P. S.—Application blanks, as per attached sample, are in stock at the Grand Office, and Pension Secretaries should order the required number desired.

Buy B. L. E. Insurance

When a man's life is suddenly blotted out, as in a railroad wreck, we all express our sympathy. But though he be a near friend our loss is not the most serious phase of the situation. We have merely lost a friend.

The real loss is sustained by those who were dependent upon him. They will miss his love, care and support. It is for these we should be concerned. And their loss is great enough if only viewed from the sentimental side, but when their present, their future and even their very existence is at stake, the seriousness of the affair may often be called, not merely a loss but a tragedy.

There is only one way for the wage



W. B. PRENTER

General Secretary and Treasurer B. L. E.
Pension Association

period between these dates, will receive back pay for any such period, even months considered (less than 15 days no consideration will be given, over 15 days will be considered as a full month).

All present members of the Pension Association desiring to have their wives participate in this new feature of the Pension Association must have them make application for the same prior to July 1, 1922. Members joining the Pension Association after December 1, 1921, who desire their wives to participate in this feature must do so within a period of one year thereafter or forfeit all rights to this privilege.

earner to provide against such a situation, and that is by carrying a liberal amount of insurance. So, Brothers, face the issue squarely. It is a duty you owe to yourself and those whose welfare and happiness depends so much upon you. Do not be recreant to that duty, and those you may leave behind will respect and honor your memory when all the rest of the world will have forgotten you.

Buy B. L. E. Insurance and buy enough to make it worth while. The greater the amount, the better the bargain. J. K.

Good Advice About the Pension

"Man's work is from sun to sun;
But a woman's work is never done."

If the guy that wrote that was living now, I wonder in what class he would put a S-T of a Division of the B. of L. E. with some 200 members? However, as it doesn't appear that there is any other member of Division 565 with time enough on his hands to express his views on some of the questions that we are all interested in, I'll have to speak on one question that doesn't appear to be receiving the consideration it should. So a word about the Pension. Sitting as a delegate in the last Convention, assisting in moulding the legislation that will govern us for the ensuing three years, I have since wondered if the final disposition we made on some questions, were the wisest possible. Be that as it may, the fact remains that the final action taken on all questions was the honest opinion of the majority and if we are to remain good sports and true Brotherhood men, we will make an honest effort to carry out the will of the majority.

I don't know whether all the delegates were as much interested in the pension as I am, but I do know that there are not any of them any more interested, except possibly Bro. Fox who has worked harder to make the pension a success than any one man. The time limit fixed by the Convention of December 31st, 1921, in which all members under 50 years of age must make application for membership or be barred thereafter, is rapidly drawing to a close and while I may be wrong, it is my opinion that the majority of our

membership have not been made to realize just what they are allowing to slip by them. Many of our members have to depend on the JOURNAL for information of this character and because of the difficulties our Grand Office have been working under in getting out the JOURNAL, these men will be at a disadvantage, unless their delegate is a super-man and gets around and sees them all. So, Brothers, just a word or two on the Pension.

I don't know of any better way of putting it up to you, than by quoting to you all a letter that I am sending out to all the eligible members of Division 565:

"Have you decided whether or not you intend to join the Pension Association of the B. of L. E.?"

"Do you fully realize the protection this feature of the Brotherhood offers you?"

"If you have given these questions the thought and consideration they warrant no argument is necessary and you have, no doubt, made up your mind what you intend to do. The only reason that I am calling your attention to this question, is to remind you that the time limit is rapidly drawing to a close as December 31st, 1921, is the latest date that members under 50 years of age, can make application for membership in the Pension. So if it is your intention to join this feature of the B. of L. E., do not delay too long.

"I am convinced that many members have not given this question the thought and consideration it deserves or they would have joined it long ago. Just take a pencil and paper and figure how much income you would have if for any reason you would be disqualified from running an engine. Could you count on \$25.00 a month as long as you live? If you can't see the need of this protection, don't invest. If you think you can't afford it; just ask yourself if you can afford to run the risk that you may never need it. Remember that December 31st, 1921, is the last day given you to make an application for membership."

Let us say you have been a member 61 months (five years and one month), having paid in, say on the average \$2.50 per month, a total of \$152.50. Then something happens so you are barred from running an engine, and you go on

the pension at \$30.00 a month, \$360.00 a year, as long as you live. In six months you draw out all you have paid in. Does that listen good? Let's figure a bit more, for those that would rather save and invest their money. How much real money would I need to bring me in \$360.00 a year? Why only \$6,000, if I got 6%. Can you save \$6,000.00 in five years? If you can, you're a Lu-lu. If you do you're a Zulu or you have a whale of a job."

While this will be old stuff to the boys of 565, it may awaken some others. Remember that a time order is not a wait till I get there order.' Nuff said?

J. HERB McILVENNY,
S.T., Div. 565.

The New Pension Law

ARTICLE IV—MEMBERSHIP

Section 1. Membership in this Association shall be confined exclusively to members of the B. of L. E. who are in good standing at the time of making application and at the time of enrollment as members. Age of applicant to be taken from the B. of L. E. records, and all applications for membership must be accompanied by one month's dues; provided, however, that after the passage of this law no application will be received for membership in this Association from any applicant who shall have reached the age of 50 years, and be it further provided that after December 31, 1921, no application will be received from members who have reached the age of 40 years; and be it further provided that, after the passage of this law, any one joining the B. of L. E. and desiring to obtain membership in the Pension Association, must make application for the same within a period of one year, excepting in cases where the applicant is under 40 years of age.

Important Notice

The attention of all members is called to the action of the Pension Association in raising the age limit for a limited time. Effective July 1st, 1921, and continuing to midnight, December 31st, 1921, all members of the Brotherhood of Locomotive Engineers who are in good standing, and under the age of

fifty years, and who can pass the necessary physical examination, will be eligible to membership in the Pension Association, in the event they make application on or before December 31st, 1921. After that, the age limit will again be (40) years for members who joined prior to July 1st, 1921.

Members joining the organization since July 1st, 1921, and who are under fifty (50) years of age, will be required to make application for membership in the Pension Association within a period of one (1) year after becoming a member of the Brotherhood of Locomotive Engineers. Failure to make application as outlined above forfeits all rights to membership in the Pension Association.

This notice should be read in all Divisions, so there can be no excuse for members not knowing of the provisions of the law.

Do not wait until after the door is closed, and then blame everyone but yourself because you did not get in.

W. S. STONE, G. C. E.
WM. B. PRENTER, G. S.-T.

Help or Millions Die

There is famine in Russia—one of the most appalling tragedies of want known to history.

According to official reports **Thirty-five Million People** are threatened with early starvation.

Out of this tragic misery twenty-five million women and children cry for bread.

We appeal to you to help us save these suffering millions.

Owing to our work of distribution in Russia being carried on through the American Friends Service Committee—a non-political, non-sectarian and non-racial force of humanitarian workers already on the ground and actively engaged in relief service—we are in position to make your gift render quick and effective aid.

Do not wait. Hunger cannot wait. Send your contributions today.

AMERICAN RELIEF FOR RUSSIAN WOMEN
AND CHILDREN, 1400 Westminster
Building, Chicago, Ill.

JANE ADDAMS, Chairman.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 792-795

SERIES T

Office of Association, Room 1136, B. of L. E. Bldg.
CLEVELAND, OHIO, October 1, 1921.

To the Division Secretaries L. E. M. L. and A. I. A.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500; \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 135, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid.

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Amt. of Ins. | To Whom Payable |
|--------------|---------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|----------------------------|
| 721 | W. H. Greer | 57 | 765 | Feb. 15, 1903 | July 14, 1921 | Acute alcoholism | \$ 750 | Clarissa Greer, w. |
| 722 | J. R. Carter | 42 | 79 | May 4, 1917 | July 31, 1921 | Chronic endocarditis | 1500 | Alice A. Carter, w. |
| 723 | M. Gepper | 61 | 10 | Feb. 11, 1889 | Aug. 4, 1921 | Myocarditis | 3000 | Mary J. Gepper, w. |
| 724 | Jas. W. Havens | 56 | 521 | June 5, 1898 | July 30, 1921 | Chronic nephritis | 3000 | Ella Havens, w. |
| 725 | J. C. Ferguson | 76 | 282 | July 8, 1890 | Aug. 13, 1921 | Cerebral embolism | 1500 | Rebecca J. Ferguson, w. |
| 726 | Frank H. Brown | 47 | 633 | Jan. 22, 1920 | Aug. 1, 1921 | Cerebral apoplexy | 1500 | Ella J. Brown, w. |
| 727 | Alfred B. Zellmer | 31 | 633 | Sept. 22, 1918 | Aug. 1, 1921 | Chronic endocarditis | 1500 | Anna Zellmer, w. |
| 728 | Robt. P. Buchman | 46 | 179 | Dec. 23, 1906 | May 21, 1921 | Valvular heart disease | 1500 | Mary R. Buchman, w. |
| 729 | W. L. Champlin | 62 | 159 | Mar. 6, 1906 | Aug. 15, 1921 | Abscess of throat | 1500 | Mary E. Champlin, w. |
| 730 | R. J. Black | 55 | 2 | Sept. 17, 1890 | Aug. 12, 1921 | Killed | 1500 | Anna Black, m. |
| 731 | John Beer | 50 | 187 | May 17, 1917 | Aug. 14, 1921 | Heart disease | 1500 | Sarah J. Beer, w. |
| 732 | C. D. Greig | 70 | 699 | Aug. 5, 1880 | Aug. 14, 1921 | Myocarditis | 3000 | Wife and children |
| 733 | M. C. Blackburn | 49 | 301 | Apr. 3, 1904 | Aug. 15, 1921 | Heart disease | 1500 | W. L. Blackburn, s. |
| 734 | Hugh Cooper | 83 | 35 | Oct. 6, 1873 | Aug. 14, 1921 | Pneumonia | 3000 | Anna P. S. Cooper, w. |
| 735 | Thos. Cramer | 50 | 635 | Oct. 1, 1901 | Aug. 12, 1921 | Ulcer of stomach | 2250 | Annie Cramer, w. |
| 736 | Samuel Toms | 77 | 239 | Mar. 22, 1888 | Aug. 11, 1921 | Myocarditis | 1500 | Eliza M. Toms, w. |
| 737 | Geo. W. Colby | 38 | 833 | Dec. 7, 1919 | June 2, 1921 | Drowned | 1500 | Son and Daughters |
| 738 | Thos. J. Mulvey | 50 | 582 | Mar. 27, 1910 | Aug. 20, 1921 | Killed | 1500 | Mary A. Mulvey, w. |
| 739 | Irwin Moore | 46 | 150 | Apr. 2, 1911 | Aug. 17, 1921 | Carcinoma of pancreas | 1500 | Martha Andrews, n. |
| 740 | Jasper Pittser | 66 | 575 | Dec. 23, 1896 | Aug. 12, 1921 | Right leg amputated | 3000 | Self. |
| 741 | Thos. H. Joyce | 53 | 673 | June 13, 1910 | Aug. 16, 1921 | Pericious anemia | 1500 | Margaret Joyce, w. |
| 742 | Warren Gross | 64 | 162 | Apr. 24, 1895 | Aug. 19, 1921 | Obstruction of bowel | 1500 | Celina Gross, w. |
| 743 | Thos. A. Pulver | 52 | 94 | Sept. 17, 1905 | Aug. 10, 1921 | Diabetes | 1500 | Mary A. Pulver, w. |
| 744 | Cephias Cripe | 59 | 248 | Apr. 7, 1901 | Aug. 22, 1921 | Diabetes | 1500 | Kate Cripe, w. |
| 745 | John R. Hughes | 55 | 95 | Mar. 6, 1911 | Aug. 14, 1921 | Carcinoma of stomach | 1500 | Ruth Hughes, w. |
| 746 | C. Y. Fuller | 59 | 853 | Nov. 20, 1902 | July 11, 1921 | Right arm amputated | 1500 | Self. |
| 747 | J. L. Burford | 35 | 212 | Aug. 14, 1917 | Aug. 15, 1921 | Tuberculosis | 1500 | Sons and Daughters |
| 748 | Geo. M. Long | 52 | 417 | Nov. 11, 1912 | May 15, 1921 | Uremic coma | 1500 | Children |
| 749 | W. W. Lyons | 67 | 53 | Jan. 18, 1886 | Aug. 28, 1921 | Angina pectoris | 3000 | Sophie C. Lyons, w. |
| 750 | Frank Farrell | 76 | 109 | Dec. 26, 1880 | Aug. 23, 1921 | Prostatic cystitis | 3000 | Lizzie Farrell, w. |
| 751 | John M. Mains | 59 | 295 | Aug. 13, 1897 | Aug. 23, 1921 | Angina pectoris | 3000 | Robina Mains, w. |
| 752 | Julius F. Rush | 49 | 451 | Jan. 29, 1906 | Aug. 1, 1921 | Aortitis | 3000 | Cora Rush, w. |
| 753 | S. A. Hall | 73 | 276 | Sept. 20, 1885 | Aug. 25, 1921 | Acute dilatation heart | 4500 | Anna C. Hall, w. |
| 754 | Wm. J. Marshall | 48 | 168 | Dec. 24, 1904 | Aug. 20, 1921 | Hemorrhage of lungs | 1500 | Elizabeth Marshall, w. |
| 755 | C. B. Armstrong | 72 | 107 | Aug. 2, 1898 | Aug. 14, 1921 | Paralysis | 750 | Mattie J. Armstrong, w. |
| 756 | Chas. M. Shaffer | 40 | 200 | Mar. 14, 1911 | Aug. 8, 1921 | Chronic nephritis | 1500 | Lillian B. Shaffer, w. |
| 757 | Harry Swansburg | 55 | 210 | Dec. 29, 1892 | Aug. 22, 1921 | Killed | 1500 | Mary W. Swansburg, w. |
| 758 | J. O. Watson | 76 | 80 | Mar. 11, 1892 | Aug. 31, 1921 | Apoplexy | 1500 | Agnes M. Watson, w. |
| 759 | D. M. Armstrong | 52 | 488 | Jan. 10, 1900 | Aug. 24, 1921 | Killed | 3000 | Carrie M. Armstrong, w. |
| 760 | J. A. Sutherland | 45 | 111 | Mar. 23, 1905 | Aug. 9, 1921 | Killed | 3000 | Beatrice J. Sutherland, w. |
| 761 | Sebastian Schwaiger | 53 | 88 | Dec. 2, 1903 | Aug. 30, 1921 | Carcinoma of stomach | 3000 | Carrie Schwaiger, w. |
| 762 | John Jones | 59 | 637 | Feb. 27, 1890 | Sept. 2, 1921 | Locomotor ataxia | 1500 | Elizabeth Jones, w. |
| 763 | James Baker | 73 | 70 | Apr. 21, 1890 | Aug. 23, 1921 | Asphyxia | 1500 | Mary Ann Baker, w. |
| 764 | George J. Ring | 62 | 419 | Sept. 9, 1892 | Aug. 29, 1921 | Arterio sclerosis | 1500 | Emma A. Ring, d. |
| 765 | C. D. Palmer | 57 | 312 | Oct. 1, 1892 | Aug. 27, 1921 | Endocarditis | 3000 | Susan E. Palmer, w. |
| 766 | C. E. Randall | 61 | 50 | Feb. 16, 1908 | Aug. 12, 1921 | Left leg amputated | 1500 | Self. |
| 767 | H. H. Holmes | 54 | 398 | Sept. 17, 1903 | May 21, 1921 | Cause unknown | 1500 | Goldie Holmes, d. |
| 768 | R. G. Graham | 59 | 50 | Nov. 10, 1895 | Aug. 26, 1921 | Carcinoma | 3000 | Annie J. Graham, w. |
| 769 | G. P. McCormick | 50 | 617 | Nov. 4, 1907 | Aug. 21, 1921 | Killed | 1500 | Estella McCormick, w. |
| 770 | A. M. Cousins | 68 | 456 | Aug. 13, 1897 | Aug. 20, 1921 | Paralysis | 3000 | Wife and daughters |
| 771 | Eugene Sweeney | 58 | 14 | July 22, 1905 | June 10, 1921 | Uremia | 1500 | Children |
| 772 | Chas. Mathay | 48 | 282 | Oct. 2, 1897 | Sept. 4, 1921 | Diabetes | 1500 | Matilda Mathay, w. |
| 773 | H. P. Randall | 71 | 330 | May 29, 1894 | Sept. 3, 1921 | Epilepsy | 1500 | Son and daughter |
| 774 | Alex. Williams | 59 | 366 | Dec. 30, 1892 | June 23, 1921 | Heart disease | 1500 | Annie E. Williams |
| 775 | S. J. Patrick | 68 | 4 | Dec. 15, 1884 | Sept. 7, 1921 | Cerebral hemorrhage | 3000 | Ida A. Patrick, w. |
| 776 | C. D. Surs | 59 | 154 | June 9, 1898 | Sept. 2, 1921 | Carcinoma of hepatica | 3000 | Bertha Surs, w. |
| 777 | Frank A. Tarr | 37 | 508 | Feb. 1, 1920 | Sept. 7, 1921 | Dropsy | 1500 | Nettie E. Tarr, w. |

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Amt. of Ins. | To Whom Payable |
|----------------------------------------|-------------------------|-----|-------------|-------------------|---------------------------------------|------------------------------|--------------|-------------------------|
| 778 | Martin Miller..... | 59 | 545 | Apr. 6, 1902 | Aug. 30, 1921 | Aertrio sclerosis..... | 750 | May Miller, w. |
| 779 | Edward Foster..... | 45 | 494 | Dec. 11, 1918 | Sept. 3, 1921 | Apoplexy..... | 1500 | Anna Foster, w. |
| 780 | Geo. W. Gage, Sr..... | 82 | 483 | Jan. 1, 1868 | Sept. 4, 1921 | Killed..... | 3000 | Maud Micklewright, d. |
| 781 | T. F. Ray..... | 53 | 298 | Oct. 10, 1909 | Aug. 5, 1921 | Diabetes..... | 3000 | Nieces and nephew. |
| 782 | Jas. C. White..... | 40 | 97 | Dec. 15, 1918 | Aug. 23, 1921 | Killed..... | 1500 | Children |
| 783 | Enoch Lawson..... | 59 | 154 | Aug. 2, 1903 | Aug. 24, 1921 | Myocarditis..... | 1500 | Mary J. Lawson, w. |
| 784 | C. E. Mildram..... | 74 | 312 | Feb. 20, 1891 | Aug. 26, 1921 | Renal disease..... | 1500 | Nettie Mildram. |
| 785 | Francis Highberger..... | 52 | 454 | May 14, 1899 | Sept. 2, 1921 | Killed..... | 750 | Grace Highberger, w. |
| 786 | Benj. Van Hoesen..... | 67 | 620 | Oct. 11, 1903 | Sept. 4, 1921 | Uremic poisoning..... | 1500 | L. S. Van Hoesen, w. |
| 787 | Chas. McCauley..... | 68 | 104 | Apr. 15, 1881 | Sept. 4, 1921 | Arterio sclerosis..... | 1500 | Daisy McCauley, d. |
| 788 | Clemens Nichter..... | 59 | 151 | July 18, 1907 | Sept. 2, 1921 | Carcinoma..... | 1500 | Ellen Nichter, w. |
| 789 | Wm. C. Weikert..... | 71 | 327 | June 18, 1880 | Sept. 3, 1921 | Cerebral hemorrhage..... | 4500 | C.W.B.A. for O.P.H. |
| 790 | C. L. Conoly..... | 46 | 210 | Sept. 23, 1906 | Sept. 6, 1921 | Killed..... | 3000 | Victoria Conoly, w. |
| 791 | F. A. Legg..... | 43 | 181 | Oct. 6, 1911 | Sept. 8, 1921 | Ptomaine poisoning..... | 1500 | Luca Legg, w. |
| 792 | H. S. Wright..... | 73 | 153 | Feb. 15, 1882 | Sept. 9, 1921 | Apoplexy..... | 3000 | Joséphine E. Wright, w. |
| 793 | E. R. Williams..... | 47 | 440 | Mar. 13, 1917 | Sept. 9, 1921 | Mitral regurgitation..... | 1500 | Mary Williams, w. |
| 794 | R. E. Woods..... | 44 | 740 | Dec. 2, 1906 | Sept. 10, 1921 | Aortic aneurysm..... | 3000 | Bertha F. Woods, w. |
| 795 | M. J. Murtha..... | 58 | 79 | Oct. 19, 1905 | Sept. 10, 1921 | Angina pectoris..... | 3000 | Catherine A. Murtha, w. |
| Total number of Death Claims..... | | | | 72 | 75 | | | |
| Total number of disability claims..... | | | | 3 | Total amount of claims, \$150,750.00. | | | |

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If anyone can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, beneficiary of our late Brother J. J. Conrad; amount due, \$464.04.
 Mary Agnes Hayes, beneficiary of our late Brother, Wm. E. Hayes; amount due, \$732.00.

James Powers, beneficiary of our late Brother, Michael Powers; amount due, \$136.37.
 Mrs. Laura Thorp, beneficiary of our late Brother, F. B. Reynolds; amount due, \$1500.
 Mrs. J. A. Tanner, beneficiary of our late Brother, H. M. Robinson; amount due, \$1500.
 Jennie Showers, beneficiary of our late Brother, S. E. Ferguson; amount due, \$1438.50.
 John McGinnis, beneficiary of our late Brother, W. J. Kelley; amount due, \$1337.52.
 Henry Hein, beneficiary of our late Brother, John Hein; amount due, \$1481.40.

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1867, 1868, 1878, 1879, 1881, 1883, we would like to purchase them.

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, NINETEENTH AND GRAND AVE., DES MOINES, IOWA, or 1126 Engineers' Building, Cleveland, Ohio, and it will receive prompt attention.

THE B. of L. E. JOURNAL

OLD ADDRESS

Name.....

Division Number.....

Box or Street No.....

P. O..... State.....

NEW ADDRESS

Box or Street No.....

P. O..... State.....

Statement of Membership

| For August, 1921 | | | | | | |
|---------------------------------------------------------------------------------|--------|----------|----------|----------|----------|----------|
| Classified represents | \$ 750 | \$ 1,500 | \$ 2,250 | \$ 3,000 | \$ 3,750 | \$ 4,500 |
| Total membership July 31st..... | 1,271 | 54,093 | 98 | 24,167 | 4 | 5,654 |
| Applications and reinstatements received during the month..... | | 136 | | 69 | | 23 |
| Total | 1,271 | 54,229 | 98 | 24,236 | 4 | 5,677 |
| From which deduct certificates terminated by death, accident or otherwise | 6 | 192 | 1 | 50 | | 11 |
| Total membership August 31st.... | 1,265 | 54,037 | 97 | 24,186 | 4 | 5,666 |
| Grand Total | | | | | | 85,255 |

Financial Statement

Cleveland, Ohio, September 1, 1921.

Mortuary Claim Fund

| | |
|-------------------------------------------------------|---------------------|
| Balance on hand August 1, 1921..... | \$ 723,618.83 |
| Received from assessments No. 552-56..... | \$250,864.23 |
| Received from members carried by the association..... | 1,331.35 |
| Interest from bank | 404.10 |
| | <u>\$252,599.68</u> |
| Total | \$ 976,218.51 |
| Paid in claims..... | <u>187,989.74</u> |
| Balance on hand August 31, 1921..... | 788,228.77 |

Mortuary Expense Fund

| | |
|---------------------------------------|--------------------|
| Balance on hand August 1, 1921..... | \$ 104,584.97 |
| Bonds | 13,124.44 |
| Received from fees..... | \$ 252.15 |
| Received from 2%..... | 5,731.67 |
| Refunds | 1.00 |
| Interest from Bank..... | 260.49 |
| | <u>\$ 6,245.31</u> |
| Total | \$ 123,954.73 |
| Expense for August..... | <u>4,244.35</u> |
| Balance on hand August 31, 1921 | \$ 119,710.37 |

Surplus Mortuary Fund

| | |
|--------------------------------------|---------------------|
| Balance on hand August 1, 1921..... | \$ 813,582.42 |
| Bonds | 1,649,025.56 |
| Received in August..... | \$ 28,658.53 |
| Interest from Bank | 1,718.98 |
| | <u>\$ 30,377.51</u> |
| Balance on hand August 31, 1921..... | \$2,392,985.49 |

Indemnity Claim Fund

| | |
|--------------------------------------|---------------------|
| Balance on hand August 1, 1921..... | \$ 239,913.05 |
| Premium received..... | \$ 3,467.73 |
| Refunds | 2.00 |
| Interest from Bank..... | 246.49 |
| | <u>\$ 3,716.22</u> |
| Total | \$ 243,629.27 |
| Paid in claims | <u>\$ 18,146.61</u> |
| Balance on hand August 31, 1921..... | \$ 225,482.66 |

Indemnity Expense Fund

| | |
|--------------------------------------|--------------------|
| Balance on hand August 1, 1921..... | \$ 33,160.02 |
| Received from fees..... | \$ 1.50 |
| Received from 5%..... | 656.19 |
| Interest from Bank..... | 183.84 |
| | <u>\$ 841.53</u> |
| Total | \$ 34,001.55 |
| Expense for August..... | <u>\$ 2,231.53</u> |
| Balance on hand August 31, 1921..... | \$ 31,770.03 |

Special Notices

Anyone knowing the whereabouts of James Vickers, member of Division 540, will confer a great favor by corresponding with John McKinnon, Sec.-Treas. of Division 540, as he has some very important information for him. Kindly address John McKinnon, 2910 19th Street, Everett, Wash.

OBITUARIES

Jackson, Mich., August 13, blood poisoning, Bro. Robt. J. Black, member of Div. 2.

Toledo, Ohio, September 7, cerebral hemorrhage, Bro. S. J. Patrick, member of Div. 4.

Toledo, Ohio, August 15, tuberculosis, Bro. Jas. Cass, member of Div. 4.

Los Angeles, Cal., September 1, paralysis, Bro. W. J. Houselibe, member of Div. 6.

Rochester, N. Y., Aug. 14, kidney and heart trouble, Bro. Hugh Cooper, member of Div. 35.

Newark, Ohio, August 6, uraemia, Bro. John C. Ayers, member of Div. 36.

Johnstown, Pa., August 26, carcinoma, Bro. R. G. Graham, member of Div. 50.

Newark, N. J., August 28, acute indigestion, Bro. W. W. Lyon, member of Div. 53.

Shawomet Beach, R. I., August 20, shock, Bro. Chas. F. Daggett, member of Div. 57.

Haverhill, Mass., September 5, paresis, Bro. Walter L. Merrill, member of Div. 61.

Everett, Mass., August 10, general breakdown, Bro. E. E. Roundy, member of Div. 61.

Libertyville, Ill., August 11, apoplexy, Bro. Jas. S. Lee, member of Div. 66.

Toronto, Ont., August 23, general debility, Bro. Jas. Baker, member of Div. 70.

Philadelphia, Pa., August 10, heart disease, Bro. M. F. Larkin, member of Div. 71.

Chippewa Falls, Wis., August 31, apoplexy, Bro. Jas. O. Watson, member of Div. 80.

North Platte, Neb., August 30, carcinoma, Bro. S. Schwaiger, member of Div. 88.

North Platte, Neb., September 3, suicide, Bro. G. D. Chamberlain, member of Div. 88.

Marquette, Mich., August 10, diabetes, Bro. Theo. Pulver, member of Div. 94.

Cincinnati, Ohio, August 14, carcinoma, Bro. John R. Hughes, member of Div. 95.

Keymar, Md., August 23, killed, Bro. J. C. White, member of Div. 97.

Harrisburg, Pa., September 4, Bro. Chas. McCauley, member of Div. 104.

Philadelphia, Pa., August 23, operation, Bro. Frank Farrell, member of Div. 109.

Prince Rupert, B. C., August 9, surgical shock, Bro. J. A. Sutherland, member of Div. 111.

Hoboken, N. J., September 1, apoplexy, Bro. Geo. W. Cowan, member of Div. 135.

Burlington, Iowa, September 2, obstruction of bowels, Bro. C. Nichter, member of Div. 151.

Garnett, Ind., September 8, apoplexy, Bro. H. S. Wright, member of Div. 153.

Howell, Ind., September 2, carcinoma, Bro. Chas. D. Sursa, member of Div. 154.

Mt. Vernon, Ill., August 24, paralysis, Bro. Enoch Lawson, member of Div. 154.

Moncton, N. B., August 20, operation, Bro. Warren Gross, member of Div. 162.

Woodroff, Ont., August 20, hemorrhage of lungs, Bro. Wm. Marshall, member of Div. 168.

Minneapolis, Minn., August 17, carcinoma, Bro. Irwin Moore, member of Div. 180.

Eldon, Iowa, September 5, ptomaine poison, Bro. F. A. Legg, member of Div. 181.

Fort Worth, Texas, August 14, heart failure, Bro. John Beer, member of Div. 187.

Davenport, Iowa, August 8, cirrhosis of liver, Bro. Chas. M. Shaffer, member of Div. 200.

Atlanta, Ga., August 22, killed, Bro. Harry Swansburg, member of Div. 210.

Big Spring, Texas, August 15, tuberculosis, Bro. J. L. Burford, member of Div. 212.

Knoxville, Tenn., August 11, heart failure, Bro. Samuel Toms, member of Div. 239.

Elkhart, Ind., August 28, heart failure, Bro. Henry Clare, member of Div. 248.

Elkhart, Ind., August 22, diabetes, Bro. C. Cripe, member of Div. 248.

Binghamton, N. Y., August 25, heart failure, Bro. S. A. Hall, member of Div. 276.

Greenville, Pa., September 4, diabetes, Bro. Chas. Mathay, member of Div. 282.

Erie, Pa., August 13, gangrene, Bro. J. C. Ferguson, member of Div. 282.

Toronto, Ont., August 23, heart failure, Bro. John Mains, member of Div. 295.

Green Bay, Wis., June 16, dropsy, Bro. S. Kelly, member of Div. 297.

Roanoke, Va., August 15, heart failure, Bro. M. C. Blackburn, member of Div. 301.

Saginaw, Mich., June 10, old age, Bro. D. R. O'Brien, member of Div. 304.

Plymouth, Mich., May 14, blood poison, Bro. Arthur M. Donnelly, member of Div. 304.

Dorchester, Mass., August 22, heart failure, Bro. Henry H. Huff, member of Div. 312.

E. Greenwich, R. I., August 27, heart failure, Bro. Chas. D. Palmer, member of Div. 312.

Beverly, Mass., August 26, apoplexy, Bro. Chas. E. Mildram, member of Div. 312.

Barrie, Ont., May 27, operation, Bro. Robt. Moran, member of Div. 319.

Loudonville, Ohio, September 3, cerebral hemorrhage, Bro. W. C. Weikert, member of Div. 327.

St. Albans, Vt., September 3, Bro. H. P. Randall, member of Div. 330.

Louisville, Ky., September 2, uremia poison, Bro. R. G. Mahaffey, member of Div. 343.

Techney, Ill., August 25, paralysis, Bro. Phillip O'Neill, member of Div. 404.

Union Course, L. I., N. Y., August 29, acute indigestion, Bro. Geo. J. Ring, member of Div. 419.

Two Harbors, Minn., August 18, acute Brights disease, Bro. B. L. Vinson, member of Div. 420.

New Orleans, La., September 2, Bro. Wm. Roach, member of Div. 426.

Birmingham, Ala., May 9, paralysis, Bro. E. C. Alexander, member of Div. 436.

Bluefield, W. Va., April 30, killed, Bro. C. R. Brown, member of Div. 448.

Greensburg, Pa., September 2, killed, Bro. F. P. Highberger, member of Div. 454.

Norfolk, Va., August 20, paralysis, Bro. A. M. Cousins, member of Div. 456.

Harrisburg, Pa., August 12, stroke, Bro. Amos Burris, member of Div. 459.

East Grand Forks, Minn., April 3, pulmonary tuberculosis, Bro. L. L. Moebeck, member of Div. 470.

Epping, N. H., September 4, cerebral hemorrhage, Bro. G. W. Gage, Sr., member of Div. 483.

Grand Junction, Colo., August 24, killed, Bro. D. M. Armstrong, member of Div. 488.

Minneapolis, Minn., September 3, apoplexy, Bro. Edw. Foster, member of Div. 494.

Bangor, Me., September 7, Bro. F. A. Tarr, member of Div. 508.

Bangor, Me., August 14, dropsy, Bro. J. B. Wing, member of Div. 508.

South Kaukauna, Wis., August 18, general debility, Bro. Michael Donohue, member of Div. 536.

Marion, Ia., May 7, carcinoma, Bro. Levi Wright, member of Div. 538.

Chicago, Illinois, August 30, blood poisoning, Bro. Martin Miller, member of Div. 546.

Amarillo, Texas, July 28, scalded, Bro. W. H. Horton, member of Div. 574.

Chicago, Illinois, August 20, scalded, Bro. Thos. Mulvey, member of Div. 582.

Appalachia, Va., August 21, killed, Bro. G. P. McCormick, member of Div. 617.

Mart, Texas, September 4, uremic poisoning, Bro. B. VanHoosen, member of Div. 620.

Camp Pike, Ark., May 17, Bro. J. Kennedy, member of Div. 622.

Merrill, Wis., August 1, chronic endocarditis, Bro. Alfred Zellmer, member of Div. 623.

Merrill, Wis., cerebral apoplexy, Bro. Frank H. Brown, member of Div. 623.

Clearfield, Pa., August 12, ulcers of stomach, Bro. T. A. Cramer, member of Div. 635.

Irvington, N. J. September 2, locomotor ataxia, Bro. John Jones, member of Div. 637.

Jackson, Tenn., July 26, carcinoma, Bro. Thos. Quinn, member of Div. 666.

Pittston, Pa., August 16, pernicious anemia, Bro. Thos. H. Joyce, member of Div. 673.

Storm Lake, Iowa, August 14, myocarditis, Bro. C. D. Greig, member of Div. 699.

Kansas City, Kans., May 29, killed, Bro. J. T. O'Donnell, member of Div. 708.

Erwin, Tenn., September 2, Bro. W. L. Elliott, member of Div. 781.

Seattle, Wash., June 22, killed, Bro. W. J. Farrell, member of Div. 798.

Brunswick, Maine, August 20, Brights disease, Bro. Joseph Lowell, member of Div. 814.

Lexington, Ky., September 5, scalded, Bro. H. G. Lancaster, member of Div. 829.

White Springs, Fla., August 24, heart failure, Bro. E. E. Jackson, member of Div. 838.

Miami, Fla., August 23, paralysis, Bro. J. O'Connor, member of Div. 838.

Newberry, Pa., May 8, carcinoma, Bro. Wm. H. Linn, member of Div. 883.

Cincinnati, Ohio, September 2, Ella Carey, wife of Bro. Nelson Carey, member of Div. 95.

ADMITTED BY TRANSFER CARD

Into Div.

- 89—George A. Pye, from Div. 142.
111—Irving A. Bahler, from Div. 27.
146—C. W. Ankeney, from Div. 484.
188—Wm. Gibb, from Div. 258.
D. A. Carruth, from Div. 828.
Thos. Little, G. T. Radbourne, Hartley Watson, from Div. 837.
192—W. H. Tonn, from Div. 636.
240—Duncan McPhail, from Div. 562.
241—Phil Franklin, from Div. 369.
256—J. E. Ervin, from Div. 719.
293—F. C. McCown, from Div. 735.
298—B. B. Shattuck, from Div. 565.
337—H. P. Aiken, from Div. 240.
357—David E. Thill, from Div. 313.
393—C. Gallentine, M. J. McCarthy, from Div. 538.

- 443—A. W. Perley, from Div. 238.
478—Thos. L. Turner, from Div. 520.
492—F. L. Fuller, from Div. 881.
565—H. L. Hoagland, from Div. 260.
566—J. E. Cook, from Div. 192.
579—D. H. Ball, from Div. 657.
606—S. S. Miner, from Div. 724.
614—J. N. Cripe, from Div. 529.
631—J. V. Graham, Wm. Graham, D. LaPointe, from Div. 832.
John J. Moffatt, from Div. 837.
J. E. Connors, from Grand Office.
657—J. F. McKaracher, from Div. 579.
R. McKay, from Div. 821.
676—W. E. Clinkingbeard, from Div. 228.
Fred A. Hays, from Div. 634.
715—W. Armstrong, from Div. 825.
766—J. F. Spencer, from Div. 660.
788—John Neathery, Chas. L. Smith, Geo. F. Smith, Arthur E. Venable, from Div. 198.
796—W. Bruce, from Div. 764.
821—F. E. Brown, from Div. 320.
838—J. R. Ashworth, from Div. 423.
854—J. J. Horty, W. A. Prowse, from Div. 715.
S. A. Allison, E. R. Harris, R. Randall, from Div. 778.
855—Geo. E. Newsome, from Div. 631.
883—A. P. High, from Div. 652.

WITHDRAWALS

From Div.

- 55—J. A. Tretheway, from Div. 357—A. H. Chadwick, from Div. 369—C. J. Mattison, from Div. 421—Jno. E. Byrnes, from Div. 814—E. C. Boody, from Div. 715.

From Div.

REINSTATEMENTS

Into Div.

- 49—George Kimmie, from Div. 529—John N. Cripe, from Div. 550—C. E. Stracke, from Div. M. D. Whitmer, from Div. 629—L. McKenna, from Div. 640—J. H. Bloom, from Div. 664—D. E. Cameron, from Div. 683—H. E. Mayfield, from Div. 722—M. C. Singer, from Div. 763—Geo. R. Patterson, from Div. 788—R. S. Short, from Div. 799—M. Drew, from Div. 831—M. H. Gephart, from Div. 423—J. R. Ashworth, from Div. 488—J. M. Holmes, from Div. 510—H. Wood, from Div. 517—W. C. Weer, from Div. 529.

EXPELLED**Non-payment of Dues**

| From Div. | | From Div. | |
|-----------|-------------------|-----------|------------------|
| 2 | C. E. Kingsley | 744 | A. F. Kunze |
| 79 | E. W. Robbins | 761 | Roy T. Gee |
| | R. O. McNeill | 772 | Wm. C. Martin |
| | R. J. Schelky | | James G. Repp |
| 103 | W. J. Hodgell | 806 | J. C. Lane |
| | C. L. Roush | 811 | O. B. Rees |
| 179 | J. A. Duree | 832 | Alfred Simpson |
| 196 | D. F. Knight | 851 | J. C. Manning |
| 231 | R. J. Britt | 870 | Carl Mhlfeith |
| | C. E. Hand | 882 | Arthur E. Wilson |
| | J. J. Lucas | | |
| | Edw. Wilder | | |
| 258 | A. Godin | 885 | T. Beck |
| | J. B. Lessard | | P. Bailey |
| 293 | H. L. Keech | | J. H. Bell |
| 312 | E. Walsh | | R. Brunette |
| | J. L. Sheridan | | J. Carrier |
| | J. F. Cunningham | | H. L. Caron |
| 339 | J. W. Durham | | D. C. Champagne |
| 360 | Wm. Brothers | | A. Cote |
| 379 | C. E. Bidwell | | J. Davaney |
| 442 | J. L. Maybrey | | F. Ferguson |
| 481 | F. M. Melrose | | O. Herbert |
| 537 | J. F. Smith | | H. B. Lyttle |
| 549 | Thos. Mathies | | W. Lagrue |
| 575 | J. S. Gates | | Geo. W. Maguire |
| 613 | T. Cherrington | | H. C. Massiah |
| | L. Treftz | | G. Pumble |
| 692 | C. L. Willson | | P. Renaud |
| | Earl Moranville | | H. Reynolds |
| 708 | Bert Gibbs | | A. Sloan |
| 710 | J. H. Guernsey | | M. A. Stewart |
| 715 | A. H. Gregory | | P. Tremblay |
| 735 | Chas. E. Williams | | S. E. White |

The expulsion of C. D. Flemming from Div. 165 for non-payment of dues which appeared in September Journal was an error in reporting to Grand Office.
W. R. Warman, S-T, Div. 165.

The expulsion of W. E. L. Davidson from Div. 735 for non-payment of dues which appeared in the September Journal was an error in reporting to Grand Office.
Geo. D. Blackwood, S-T, Div. 735.

EXPELLED**For Other Causes**

| From Div. | |
|-----------|-----------------------------------------------------------------------------|
| 22 | C. W. Morrow, A. B. Perkins, forfeiting insurance. |
| 53 | J. P. Crosse, J. J. Hoff, J. F. Solomon, forfeiting insurance. |
| 76 | Frank D. Donovan, forfeiting insurance. |
| 172 | Fred Mann, J. F. Wayne, forfeiting insurance. |
| 210 | T. G. Brown, forfeiting insurance. |
| 221 | O. S. Lewis, Pat Woods, forfeiting insurance. |
| 290 | Chas. Totten, forfeiting insurance. |
| 308 | D. J. Kennedy, forfeiting insurance. |
| 317 | W. L. Leatherland, forfeiting insurance. |
| 323 | J. B. Perdue, forfeiting insurance. |
| 330 | W. R. Chayer, violation of obligation. |
| 339 | W. E. Monroe, violation Sec. 52 Statutes. |
| 344 | John W. Clinton, forfeiting insurance. |
| 448 | B. F. Wallace, forfeiting insurance. |
| 480 | C. W. Oberle, forfeiting insurance. |
| 510 | G. F. Shaw, forfeiting insurance and not corresponding with Div. |
| 519 | Geo. H. Johnston, George Mathie, D. C. Priestley, forfeiting insurance. |
| 525 | George A. Lowery, forfeiting insurance. |
| 565 | Richard E. Dalley, Wm. S. Hunter, John A. McNulty, forfeiting insurance. |
| 580 | W. F. Tabbert, forfeiting insurance. |
| 624 | W. A. Thomas, forfeiting insurance. |
| 631 | J. I. LaFrance, forfeiting insurance. |
| 696 | J. C. Dorn, S. Y. Powell, J. P. Gassett, J. W. Hanle, forfeiting insurance. |
| 717 | S. V. Rodgers, violation Sec. 51 Statutes. |

BUY TODAY 10 MONTHS TO PAY

Hamilton 21 Jewel

The renowned Hamilton—the standard Railroad Man's watch. Famous 992 Model 16 size; 21 Ruby and Sapphire Jewel; Gold Filled Case. Adjusted to 5 positions, to Temperature and Isochronism; Unequalled for Beauty, Accuracy, and Service! Guaranteed 20 years. You can use this handsome watch while you pay for it. Send \$18.00 with your order or make this payment to postman on delivery and pay the balance in monthly payments of \$5.00.

Famous Bunn Special

Only \$11.50 puts a beautiful Bunn Special into your pocket. Small monthly payments of \$5.00 for ten months will do the rest. The Bunn Special is Lever Set, 21 Jewels, Adjusted to 6 positions. Montgomery R. K. Dial, Gold Filled Case—Guaranteed! Write today for full particulars!

Your Choice---\$5.00 a Month

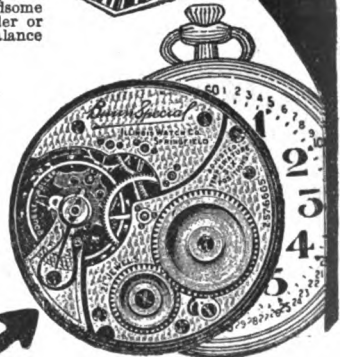
Greatest Watch, Diamond and Jewelry Book—Free

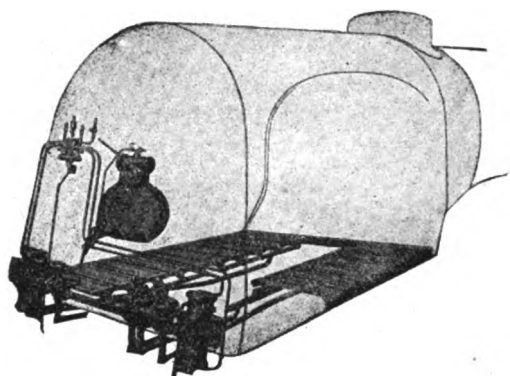
We sell highest quality Diamonds, any Standard Watch or other articles of Jewelry on our liberal 10-month payment plan. Send for your copy today.

"The House of Quality"

Capital \$1,000,000

L. W. SWEET, Inc., Dept. 161-R, 1650-1660 Broadway, N. Y. C.





Grate Shaking

FRANKLIN STEAM GRATE SHAKER

Franklin Steam Grate Shakers save the fireman a lot of elbow work, and by keeping a clean fire help the engine steam freely.

They are built with a limiting lock that enables the fireman to automatically clean his fire on the road without danger of dumping it.

Their use means convenience for the fireman and a better steaming engine for the railroad.

Franklin Railway Supply Company, Inc.
17 EAST 42ND STREET, NEW YORK.

332 SO. MICHIGAN AVENUE,
CHICAGO, ILL.

1112 PRAETORIAN BLDG.,
DALLAS, TEXAS.

724 MONADNOCK BLDG.,
SAN FRANCISCO, CAL.

Franklin Railway Supply Company of Canada, Limited, Montreal
Export Department—International Railway Supply Co.—30 Church St.

LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

The Labor Spy—By Sidney Howard—In the
New Republic

Readjustment of Compensation for Railroad
Employees—By F. A. Burgess, A. G. C. E.

Position of the Employees in the Strike
Situation—By Grand Chief Stone

Information to All Members of Pension
Association

By Pres. W. S. Stone and Gen. Sec. and Treas. W. B. Prenter

Western and Southeastern Train Service
Boards of Adjustment Formed

Mac Arthur's Cartoons

Published Monthly at 19th and Grand Ave., Des Moines, Iowa

VOL. 55

NOVEMBER 1921

NO. 11

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Act of October 3, 1917, Section 1103. Authorized on August 11, 1921.

All-Wool Heavy Sweater

Sent for Only

\$1.00
Down

Send only \$1.00 with the coupon. This All-Wool, heavy, jumbo sweater comes on approval. Money back instantly if you ask for it. Don't betoo late, order now.

Heavy Pure Wool

This is a splendid big sweater at a bargain price. Every fibre pure wool. Heavy rope stitch. Large fashioned shawl collar. Two large lined pockets. Close knitted wristlets. Ivory buttons to match. Made in big full size, in rich fast colors. Nothing so practical for fall and winter wear.

Sizes 34 to 46. Colors: Dark Maroon or Navy Blue. Order by No. 2F-12. Send \$1.00 with coupon. \$2.00 monthly. Total price, \$6.95.

Easy Payments

Learn to buy the Elmer Richards way as thousands of well satisfied men are doing. Everthing you need in clothing or shoes and you pay in monthly sums so low you will never miss them. Strictly dependable qualities only. See this big sweater bargain on approval. Send coupon now.

Write for our Free Bargain Catalog of men's, women's and children's clothing and shoes. Everything on small monthly payments.

Elmer Richards Co.
Dept. 4088 West 35th Street, Chicago, Ill.

I enclose \$1.00.
Send Heavy Wool Sweater No. 2F-12. Size.....Color.....
If I am not satisfied when I receive the sweater I can return it and get my payment back with charges. Otherwise, I will pay the advertised terms, \$1.00 with coupon, \$2.00 monthly. Total price \$6.95.

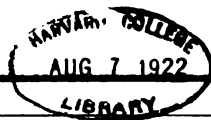
Name.....

Address.....State.....

← Send Coupon

Don't miss this. The supply is limited. You take no risk. We stand back of this sweater. Money back if you say so. Send the coupon now with a \$1.00 P. O. order or a dollar bill. Don't be too late. Send the coupon now.

Elmer Richards Co.
Dept. 4088 West 35th Street, Chicago, Ill.



LOCOMOTIVE ENGINEERS JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917. Authorized on August 11, 1921.

Published Monthly at 19th and Grand Ave., Des Moines, Iowa, by the E. of L. E.
C. H. SALMONS, Editor and Manager 1124 B. of L. E. Building, Cleveland, Ohio

Volume 55

NOVEMBER 1921

Number 11

The Labor Spy

By SYDNEY HOWARD, in *"The New Republic."*

(Continued from October Issue.)

IV.

WEIGHTS AND MEASURES

In the espionage practice of a wise agency, these reports of the spy, such as the man of Racine made, never reach the eyes of the client. The agency chief prefers to extract what Mr. Sherman called "the substance and pith." This process obviously affords opportunity for coloration, both protective and dramatic. There was a spy once in the Nonpartisan League organization in Nebraska.* Among other facts concerning his activity, it was shown that his reports had all to be rewritten by his chief because "they contained so little stuff." It is interesting, in a few quotations from these letters of the agency to the client, to observe what added value the original has gained and how the original has been turned to meet the immediate requirements of the agency in terms of the client's psychology.

These quotations are, again, selected from the works of John Francis Sherman. They are excerpts from the exhibits submitted by the Sherman Service, Inc., in the injunction hearings in Philadelphia of something less than a year ago. The occasion has already met our attention: the injunction

brought against Tobias Butler of the Butler Industrial Research Bureau by the Sherman Service, Inc. And it is well for us to understand that, in this instance, we deal with the present phase of the Sherman enterprise, with the Sherman Service, Inc., not with the defunct Sherman Detective Agency, with Mr. Sherman as harmonizer and conciliator, who aims "only to do good," not with Sherman, the industrial detective. This, in passing, is of interest, because one object with which the exhibits were submitted was that of illustrating to the court the difference between the present Sherman Service and the industrial detective sort of thing, a difference which seems to have been more clear to Mr. Sherman and to the Philadelphia court in which he won his case than it is to ourselves.

The hearings, for all the sensational material they produced, received practically no publicity. The situation in question in the exhibits is a strike in the plant of a Philadelphia clothing manufacturer. The plant has not since been unionized. The quotations follow with as little comment as need be.

The first begins with a canny recommendation for troubling the union.

Upon visiting the hall early in the morning, very few strikers were found to be present. Of those who were there, the majority were gambling in a back room. Apparently this is once again becoming a practice and believe it might

*Exposed in the Nonpartisan Leader.

be well if you caused a police officer to visit that hall unexpectedly on any morning, prior to the meeting, presumably in citizen's clothes, and no doubt if evidence of this kind were obtained by the officer it would have tendency of discouraging any further meetings in the hall, and, as a matter of fact, they could be prevented from meeting there for the time being at least.

Then follows a practical touch of harmony:

"Arguments were advanced relative to the costliness of clothes, all of which has been brought about directly due to strikes that have been in effect not only in the textile industry, but also in the clothing industry, and they were assured of the fact that ninety per cent of the cost of clothing was directly due to the exorbitant cost of labor.

Furthermore, the conditions that are at the present time prevalent in Europe, due to the Soviet form of government and the activities of the Socialists, Bolsheviks, etc., have been emphatically brought to their attention for the purpose of endeavoring to convince them of the fact that a democratic form of government was the only one which proved successful and unless they fell into line and endeavored to bring about a normal state of conditions, there would be considerable hardship caused among the workers in this country.

There have been many arguments brought to the attention of your workers, all of which were calculated to cause them to change their views entirely in your interest.

This is propaganda. For present purposes we are, so to speak, looking a gift horse in the teeth. We have to remember that the arguments in question were advanced by some such individual as observed conditions in the Racine plant, and to weigh the value of his argument in the light of that fact. The agency continues to report the radicalism of a speaker at the meeting.

"He made a statement to the effect that you were not civilized, due to the manner in which you had treated your employees in the past, and therefore the Amalgamated organization was going to cause you to become civilized and was going to show you the need of a real democracy in your plant, and that if they were not successful in their efforts

in bringing this about, you would no doubt be confronted with a gathering of individuals that would be more radical than the Amalgamated Organization ever thought of being.

"This statement will plainly indicate to you the type of individuals that are at the head of this movement and we want to assure you at this time that everything possible is being done to discredit these radicals and to cause the rank and file to realize they are being misled and being led into dangerous ground unless they break away.

* * * *

"He further went on to state that the police in Boston were far more humane than those in Philadelphia, for they had seen the necessity of organization and had actually organized, but had been discriminated against as a result.

"Such statements as were made by this individual you can see are extremely radical, particularly in reference to the police strike in Boston. No time has been lost in counteracting the effect that might have been made on the minds of the workers by advising them it was the sentiments of the people that rule this country, and the fact that Governor Coolidge was again elected for another term after he had thrown the striking police officials out of their jobs and had elected others to their places, plainly indicated that the rank and file were in back of the Governor."

Very effective in the eyes of the client, but a more convincing bit of propaganda follows, in which the spy is shown in an attempt to create dissatisfaction with the amount of strike benefit paid to a woman striker.

"This woman stated she could not continue to live on nine dollars a week, her dissatisfaction being brought about due to the fact that several of the single girls were receiving eleven dollars. These sentiments were encouraged and she was urged to put into practice the statement she had made."

Then another radical is encountered and the agency must admit failure.

"A worker . . . was found to be extremely radical and upon being taken in hand expressed considerable disappointment over the outcome of the strike to date and efforts were made to cause him to return to his duties. Many arguments were tendered at the time

calculated to bring this condition about. However, his radicalism got the upper hand of him and, although he expressed considerable disappointment, remarked he would continue this struggle until it was eventually called off."

It is the boast of detective agencies that much of their most successful propaganda work in strike time is accomplished by visits paid the families of the strikers. The spy assumes any disguise which is likely to admit him to the home. He may be a doctor, the sales agent of vacuum cleaners, an insurance man, a gas man. He tenders "constructive advice," which is to say "défaitisme." The demoralization of the striker is thus augmented by the opposition of his wife.

"Constructive advice was tendered his family and the superior conditions at your plant were featured as well as the great consideration you have shown your workers up to date in matters pertaining to their welfare . . . She readily agreed that she had been misled and in the future she would let this occurrence serve as an example of what an organization would do for a worker.

She was assured in the majority of instances strikes held by any organization would not have the interest of the workers at heart, but were simply for the further development of the organization.

In one home the striker himself is encountered by the spy and the same sort of thing is offered him.

" . . . He was assured conditions at your plant were becoming normal, and, as a matter of fact, that there was very little room for anyone else, and was advised he would never obtain an accurate statement from any of the leaders who, no doubt, would realize he was on the verge of going back to work and would try to cause him to hold out by telling him many lies for the purpose of impressing upon his mind that there was no one working at the plant, when, as a matter of fact, such was not the case.

"He was urged to fully consider the situation and was reminded of the obligations that he owed towards his family and was assured he would be doing the right thing by seeking reinstatement without further delay . . ."

The report on these visits closes with a paragraph which, despite discreet ob-

scurity, reassures the client that the agency is doing its utmost on his behalf.

"This communication will give you a good idea of what is going on at the present time and, although this letter does not fully cover the many constructive arguments that were advanced, you may rest assured that those we have featured on past communications are being daily brought to the attention of the workers, so that they might be caused to think over such advice that has been given them in order to attune their minds, so that they will break away once and for all time from the hold of the radical organization."*

Then our agitator is rebuked, and the agency claims that his activities have ceased.

" . . . has been inclined to be somewhat of an agitator and has questioned a number of the American girls relative to the wages they were receiving, and in the majority of cases he was politely advised to mind his own business by the individuals whom he questioned. He has been taken in hand and caused to refrain from activities of this kind, being reminded that he is only incurring the displeasure of his co-workers, which sooner or later might cause him considerable embarrassment."

The benefit fund appears again in the following. One of the most efficient activities of the spy in the union during a strike is to wreck the strike relief fund, upon which, of course, the success of the strike so largely depends. If the spy cannot himself have access to the fund, his next policy is to spread discontent and cause the strikers to demand higher benefits than the union is able to pay. He will frequently create the impression that the fund is dishonestly handled by the union officials.

"A worker who in the past has been a very rabid striker, has been at last caused to have a change of heart and when engaged in conversation on this day was quite profuse in his appreciation of the advice tendered him in the past,

*It may also be noted, in passing, that the detective's vocabulary is quick to catch the flavor of the times. During the war, it shouted the platitudes of patriotism. Since the war, "radical" has become its favorite adjective.

stating that, having followed on the general line of thought given him, he had demanded an increase in strike benefit and upon failing to obtain same on last Wednesday, he had returned to work at the plant, adding, to the best of his knowledge, there had been fourteen others who returned for the same reason."

Whereupon the agency proceeds to describe the other side of the benefit question. The spy in the union has, it would seem, been advising retrenchment in the payment of benefits, and the following passage exhibits the result of this advice.

"When the meeting was held in the morning, the greater part of the time was spent in the payment of strike benefits, there being but fifty-three persons who were paid benefits. *The policy of retrenchment, as per advice tendered*, was carried out to a great extent. It was noticed that none of the female strikers was paid any benefits. [One of these] was extremely put out over this fact and in company with seven other girls, left the hall highly indignant. Furthermore, any young boys who were present under the age of twenty-one were not given any benefits. This tended to further create dissatisfaction and friction and there were many threats made to the effect that an early return to work was to be expected. You may rest assured that these sentiments were fostered among the various individuals and many were caused to realize that the organization was fast weakening and that there could be no hope of future financial aid. Therefore, it behooved them to set about to call the strike off, and return to their former occupation.

"One of the individuals was refused a strike benefit, on the ground that he had not been present at the meetings on each and every day. He was accused of working elsewhere, which was an untruth, but nevertheless, this accusation had the desired effect, for instead of continuing to remain an active striker, in his indignation he started to call all the officials 'crooks,' and walked out of the hall quite angrily and proceeded in the general direction of the plant. Prior to his leaving, he was encouraged to go and seek reinstatement and this he promised to do."

So much will serve to draw the sketch

of the detective agency at its work and in its attitude toward the client who must pay the bills.

Since the actual text of the spy's report is the actual return on the investment he represents, it behooves the intelligent employer to question weights and measures very coolly. The two groups of reports which have been here considered are really of exceptional quality, for they were chosen primarily to illustrate the methods of industrial spying. But an examination even of these will show only two things. On the part of the spy, an ability to record infinite unimportant detail. On the part of the agency, a keen instinct for telling the employer-client what, in the terms of the agency's business, he should most profitably be told.

Beyond this, evidently, the information indicates certain rather obvious trends of union opinion, gives assurance of the energy of the agency in its anti-strike propaganda, informs on the financial condition of the striking union, and furnishes the substance of the blacklist. Ethics and social expedience aside, a consideration of these reports in their proper aspects (as part of a substitute for real industrial relations between employer and employee) reveals them as singularly valueless.

You may search hundreds of pages of them without finding anything as significant as the passages quoted above. Here is an example of what one usually finds:

"Mr. Ernst: Local No. 300 was called to order at 8 p. m. The reading of the minutes were approved except one alteration.

"Conductor, inside sentinel and two trustees were absent.

"One member was reported on the sick list, his name was . . . and he was not in need of assistance. There was thirty-four applications and twenty-one out of the number was from Allis.

"I could not get the names as they were read and same were turned over to business agent Wilson.

"No reports on committees on candidates.

"There were no candidates balloted on at this meeting.

"There was one initiation. No installation or election of officers.

"Brother Wilson reported on a scab that is in Houston, Texas, who was a

member here. A trial committee was appointed to look up the case.

"The usual bills were allowed for the secretary. I could not get the amount of them, they were read off so fast.

"There was a communication from Minneapolis requesting the union men not to use some air hammers that are made where there is a strike on. I forgot the name of the firm.

"There was also two communications from the grand lodge on question of holding convention, etc., etc."

The quotation has a certain humor, the more when it is remembered that the man who wrote it was paid for the writing and that the labor policy of the employer who read it was, in some measure at least, governed by the information which it failed to furnish.

But this is not a report of unusual emptiness. A director of Kuppenheimer Bros., clothing manufacturers of Chicago, has spoken feelingly of the futility of espionage, complaining that, in the days when his firm utilized the industrial detective agencies, he had never known a spy's report to contain any information of value. He was "ashamed to show the things to the other directors." We have seen reports furnish the basis for statements made before Congress, reports which were founded on absolute inaccuracy, if not on deliberate lying. The instance of the confidential report made to the United States Steel Corporation on the Interchurch World investigators of the steel strike was notable. It contained scarcely a single fact which could have been substantiated. And the Steel Corporation acted directly upon its text. Lately a spy's report of the National Manufacturers' Association described the personal life and opinions of a certain orderly, if liberal, citizen of New York. Beyond a careful description of the apartment in which he lives, there was not a word of truth in it.

It is not here a question of ethics nor of the efficiency of espionage in destroying the labor unions. It is a question merely, of the common sense of substituting espionage for the direct relationship toward which industry must tend, of depending upon the fruits of espionage for the formulation of any labor policy. The testimony of the Kuppenheimer director is only reinforced by that of his fellows who have abandoned the substitute for the real thing.

One final use to which espionage is turned is propaganda by the employer. The following quotation is from one of a series of bulletins circulated by the mill operators of Passaic a year ago. They were printed in four languages to reach that polyglot working population. The evidences of espionage are too obvious to require comment.

Passaic, N. J., November 20, 1919.

THE TRUTH IS OUT AT LAST

"At the A. T. W. of A. Convention in Paterson the financial report rendered showed that they have thirty-two locals with 18,000 members, who paid in over \$26,000 from May to September 30, 1919.

But there was only \$645 left in the treasury! Furthermore, the report stated that these textile locals owe the amalgamated clothing workers of America \$5,000.

During the same Convention it was said that Lawrence was fifty per cent organized and that all other locals were equally organized, except Passaic, which was admitted to be the worst of the lot, having only about ten per cent.

"This proves that the Passaic workers have common sense.

"In Lawrence there are about 30,000 mill workers, and if the A. T. W. of A. had half of them in the organization you can readily see that that local alone would have nearly the entire membership which they claim for the thirty-two locals.

"Somebody evidently has a poor regard for figures, but facts and figures do not lie.

You remember hearing speakers claim that the A. T. W. of A. spent \$107,000 in Lawrence. In the Paterson Convention it was officially reported that only \$2,000 was spent in Lawrence and that only \$4,000 was spent in connection with the Paterson strike.

What do you think of these figures and the speakers, who told you differently?

"Be careful what you do with dues! WORKERS INTELLIGENCE COMMITTEE."

Blacklists and false propaganda based upon misinformation fed to prejudice! Could anything be more stimulating to the self-respect of even an ordinarily sinful man than a reading of these reports and their appendices? Nothing, unless it be a contemplation of the manufacturing moron who pays for them and believes in them.

WORK IN THE FIELD

Readjustment of Compensation for Railroad Employees

By F. A. BURGESS, A. G. C. E.

Of the many serious problems that have followed the termination of the world's conflict there are few, if any, of greater importance than that of unemployment and what is termed the "readjustment of compensation and working conditions." The daily press, many weekly and monthly periodicals, Chambers of Commerce, Publicists, members of the U. S. Congress and eminent judges have expressed their views upon this all important question nearly all of which, point with learned skill to their inherent desire to be fair with those who toil but they add as a readjustment is inevitable, they must yield their natural inclinations and meet the situation that exists. Following that line of thought it would certainly not be amiss to have before us a mind picture of some of the essential facts as far as it relates to railroad employees.

A short time after the government assumed control of railroads, a commission was appointed known as the Railroad Wage Commission of the Director General," under General Order No. 5 consisting of Franklin K. Lane, Secretary of the Interior, Charles C. McChord, member of Interstate Commerce Commission, J. Harry Covington, Chief Justice of the Supreme Court of the District of Columbia and William Wilcox of New York.

In the report of that commission, they, in no uncertain terms stated some facts with which all railroad men were familiar, but the general public had formed opposite conclusions due to an organized propaganda that had been successfully carried on for years, namely, that railroad employees were the highest paid of any class of labor. That this report carries weight must be acknowledged, not only because of the personnel of the commission, but their findings were based upon the developments acquired by a careful and practical research by a body of trained assistants, who were actuated by a desire to obtain the real facts, rather than by mere academic information; or, as stated by the commission, "The study of the cost of living was not made from paper sta-

tistics exclusively, but by the gathering of prices and comparisons of theoretical budgets. It was in no inconsiderable part an actual study from life."

With this unambiguous declaration as to the source of their information we look for another reason that influenced the action of the commission and our attention is drawn to the quoted paragraph "In fairness therefore, a sufficient increase should be given to maintain that standard of living which had obtained in prewar period, when confessedly, prices and wages were both low. And upon those who can best afford to sacrifice should be cast the burden." They then state that the popular impression was that railroad employees were among the most highly paid workers, but figures gathered from the railroads disposed of such belief.

As confirmation they show that during December 1917 51% of all employees received \$75.00 or less, per month; 80% received \$100.00 or less, and between the grades receiving \$150.00 to \$250.00 there is included less than 3% of all employees (excluding officers), and these only aggregate 60,000 men out of the grand total of 2,000,000. The greatest number of employees on all roads fall in the class receiving \$60.00 to \$65.00 per month—181,693; while within the range of the next ten dollars in monthly salary there is a total of 312,761. In December 1917 there were 111,477 clerks receiving annual pay of \$900.00 or less. In 1917 the average pay of this class was but \$56.77 per month. There were 270,855 section men whose average pay as a class was \$50.31 per month; 121,000 other unskilled laborers whose average pay was \$58.25 per month; 130,075 station service employees whose average pay was \$58.57 per month; 75,325 road freight brakemen and flagmen whose average pay was \$100.17 per month; and 16,465 road passenger brakemen and flagmen whose average pay was \$91.10 per month. Twenty thousand five hundred and twenty yard firemen received an average of \$91.66 per month. Thirty-six thousand six hundred and twenty-five road freight firemen an average of \$106.11 per month and 12,984 road passenger firemen an average of \$112.83 per month. Nineteen thousand six hundred and thirty-five yard conductors, or foremen received an average of \$132.52 per month. Twenty-six thousand nine

hundred and eighty-five road freight conductors received an average of \$154.65 per month. Road passenger conductors \$163.75 per month.

Nineteen thousand eight hundred and ninety-one yard engineers and motormen received an average of \$149.78 per month. Thirty-three thousand nine hundred and forty-nine road freight engineers and motormen received an average of \$175.64 per month. Thirteen thousand one hundred and eighty-six road passenger engineers and motormen received an average of \$185.93 per month.

For the above wages in road freight service where the complaint of long hours is universal, the following hours were given:

| | |
|------------------|-------------|
| Engineers | 103,497,717 |
| Conductors | 88,764,719 |
| Firemen | 104,396,091 |
| Brakemen | 212,395,265 |

Total509,053,792

The commission specifically reminded the readers that the figures quoted were not prewar but they represented conditions year after year and two years of rising prices and each dollar represented a purchasing value of 71 cents as against one hundred cents of January, 1916.

As for locomotive engineers, the commission found that a preponderating number were paid less than \$170 per month, notwithstanding much publicity had been given to an ancient statement made in the year 1915 before the Chicago Board of Arbitration, i. e. that engineers were earning more money than the governors of some states. It is fully realized that such a condition might be possible. Assuming it is so, a fair review of the service performed; the perquisite allowed the governor; the responsibility assumed for life and limb; the hazard of occupation; the training and skill necessary; the time lost due to the fluctuation of business; from month to month or year to year; the number of years required to develop an experienced engineer; the medical examination; the blood pressure and other requirements, the eye and ear test as to sight and hearing and ability to distinguish colors; the mechanical and transportation examination and many other matters are to be considered before any fair comparison could be made or judgment expressed.

The writer was present when the lamented President Roosevelt expressed his opinion on this subject in the following words:

"A statement of that character serves no purpose other than raises the question as to whether the Governor is paid enough or the engineer too much, but I can appreciate the difference between a governor placing a difficult problem before his advisors for solution and deciding instantly, as an engineer has to do, when life and limb is in jeopardy, a man driving 1000 tons through space 70 miles per hour has little time to consult with his advisors."

Much could and may be written in regard to this angle of the question, namely the great unrest. The workers understand the desirability of normal conditions, but they hold the return to "normalcy" is at their expense. The railroads sought a reduction in wages but objected to any reduction in rates. They contended before the Labor Board that business was stagnated because of high wages which superinduced high rates, but after the Labor Board decided in their favor the business conditions are the same, if not worse, and some trunk lines are furloughing men, but we must adhere to our text "the return to normalcy."

There is before me a press report purporting to be a report from the National Conference Board, an organization in New York of 20 or more industries, having no connection with the government service in which they state the decline in prices is 19.4% which brings the total net increase over July, 1914, to 64% which in reality means you pay the worker 61 cents instead of 100c as prewar conditions and then wonder why he does not cheerfully accept the pittance and marvel that he does not appreciate the force of the words and teaching of those who preach the creed of "Normalcy."

(To be continued.)

A Plea for Better Attendance at Division Meetings

By A. C. BLAINNEY
Special Organizer

What strikes me most forcibly in my travels about the country is the small attendance at Division meetings. This is not altogether the fault of the average member, a great deal of the blame may

be rightfully attached to the officers of the Division who neglect too often to make the meetings interesting to those who do attend.

There is nothing more important than that the members should be thoroughly familiar with the progress of the B. L. E. They should be advised of every step made to further their interests, as that is the principal reason for the existence of the B. L. E., but if they cannot find out just what is going on inside the ranks they lose interest in the Brotherhood in general.

As a means to correct this fault I would recommend that the monthly statement, and in fact all correspondence coming from the Grand Office, be read at each Sub-division meeting and read in such a way that every member present would be impressed with the message it contained, and the time of the meeting could not be used to any better purpose than discussing the various subjects treated by such correspondence. There is nothing more interesting to a Brotherhood man than an inside knowledge of the manner in which the affairs of the organization are conducted, and there is no better place, in fact there is no other place where he can get that information but at the Division meetings.

If this were done it would increase the attendance. Not right away, but as the men come to know the things which they should know, but which are now matters of mystery to them, they would gradually fall in line.

The better we know a business or a game, the better we like both. The same is true of the working of a labor organization, and the B. L. E. is not an exception to the rule.

Theory and Practice

By E. H. KRUSE

Have you ever come in contact with the fellow who is such an idealist that he wants to save the whole labor world by some high brow theory of his or someone else who he chooses to imitate. There are such men and they have a little following, but they are absolutely impractical and never accomplish anything worth while. These will not affiliate with men of their own craft and they use their hollow high sounding theories as an excuse for not doing

so. They are like bass drums, all sound. They remind one of an empty barrel which gives out a louder sound when struck than a full one. These empty minded fellows assume to find fault with the whole system of organized labor, but while they are able to criticize they are unable to do anything else. They can tell how things ought to be according to their judgment, but cannot make them so nor even help to do so, and even if they could their work when finished would be a mistake from beginning to end.

They are about as unreasonable as a fellow who tries to tell you the way



BRO. E. H. KRUSE
Special Insurance Solicitor

over a road you have travelled for years, but over which he has never taken a step.

But the B. L. E. or any other labor organization was not built up by that type of man, for they are not builders, good or bad. They are always on the side of the minority not that minorities are always wrong, but the fact of the majority being against it proves that in the greater number of cases the majority is right. It is creditable for a man to be on what he really thinks is the right side of a question whether it but to take a position merely to gain puts him on the majority side or not,

some special favor or to dodge a due measure of expense or responsibility is decidedly unmanly. It would seem useless to use any time or argument to enroll such in the ranks of the B. L. E., but we feel that we have so much to offer them that the most selfish person cannot fail to see the advantage of affiliating with the men of his craft, and selfish reasons alone aside from any motive of high principle should be enough to induce him to join the B. L. E., as it surely will when he is made to understand it all.

The class referred to are not without self interest, mind you. They are not moved by any indifference as to their welfare; it is just the contrary, they are too selfish and that selfishness blinds them to what would be the proper methods to pursue to improve their financial conditions and elevate their standard of manhood and citizenship improve their self respect and command the respect of their fellows.

The fact that these men who are like "Oliver Twist," always putting their hand out for help but never lending a hand, are among us yet and always will be, should not in the least discourage us in our work of organizing, for the lack of their assistance only makes us put our shoulders to the wheel with a little extra force.

There is one thing sure, the thinkers and doers are yet in the majority, and so long as that condition exists the safety and progress of organized labor is assured in spite of the handicap it has to carry in shape of those who will share in the benefits they do not deserve, those who will voice their idle theories but accept the blessings that can come only through intelligent practice.

A Letter From Canada

Thinking possibly that our members might be interested in getting an expression from some of our men who are in the field working for them, I shall endeavor to express, as I see it, the general feeling of those with whom I have come in contact.

Since June 4th, 1921, I have visited about twenty cities in the States and Canada, and I find all of our men unanimously against any reduction in their pay, and justly so, as they are working

under the greatest handicaps imaginable.

In the majority of places their engines are so badly run down that they are suffering physically from the effects of riding them, not to say anything of the mental strain attached to their responsibilities and duties.

Big trains, run down power and being held responsible for everything happening on the line of road, has him taxed to the limit. Show me any one who has as much to contend with as they? It can't be done.

It is possible that they are being so taxed to make them neglect their families and selves?

Speaking of neglecting themselves, when you find as I have so many of the B. L. E. members not carrying the accident insurance in their own organization, but instead carrying it with outside companies, at a much higher rate and not near so liberal contracts, it makes one wonder. I have found lots of our members paying as high as \$128.56 per year for a certificate which costs only 12 cents per day in the B. L. E. There are also a great number of them who carry but \$1,500 in the regular insurance, not realizing, I am sure, that they are only working for the doctor and undertaker, as that small amount will only pay for their last illness and funeral expenses. Think it over, brothers, get busy. Take out the full limit of insurance in your own organization, and incidentally go to work for your wife and family, not for friend doctor and undertaker. Do it now; don't defer it, as delay is dangerous.

With further reference to your accident insurance. How can you afford to be without a protection, which pays you the full principal sum \$2,000 for the loss of a hand, foot, or eye, thirty dollars a week for any accidental injury, regardless of where it happens, and for two years, should you be off that long, when it only costs you the small sum of 12 cents per day. The principal sum also accumulates 5 per cent for ten years without increasing in cost.

The sick benefit insurance is going strong also, some members joining it, and others receiving benefits from it every day.

Now my Brothers, you may rest assured that your organization is doing all in its power to assist you and protect you, so get busy and put forth a little

more effort to better yourselves, remembering at all times your General Chairman and local officers are just so strong as you make them, with your hearty co-operation and support.

Go out and get a new member; take out and carry the full limit of insurance, pension, sick benefit and accident insurance, thereby making yourself and your family feel free and independent.

JOHN F. WELCH,
Spec. Ins. Solicitor.

Fifty Years Ago

On the eighteenth day of October, 1871, fifty years ago, the eighth annual convention of the Brotherhood of Locomotive Engineers convened in the city of Toronto, Ontario, Canada, with our late Bro. Charles Wilson, Grand Chief



BRO. W. J. ORR, DIV. 503
Special Organizer

Engineer, presiding. Division No. 135 of Jersey City being the last Division that had been organized, there were present at this convention 135 delegates representing less than seven thousand members scattered over the United States and Canada. The cardinal principles of the organization, Sobriety, Truth, Justice and Morality, were the

same in those early days as they are today. Having passed through eight trying years as an experimental period, the representatives felt assured of ultimate success as a fraternal and labor organization, which has proven to be a very great factor in elevating the social, moral, and intellectual standing of the locomotive engineer. There is perhaps some of the present members who underestimate the value of their organization, or take into consideration the heavy odds against those who negotiated its formation. Comparing the organization of today with that of the pioneer days, it is very gratifying to note its gain in numerical strength as well as financially. The several added features some of which are destined to carry the organization farther into the lime-light of the labor and financial world than was ever dreamed of, should be given the most careful thought and consideration. We often hear the question, "Where are we going to stop?" The answer is: We are not going to stop. We shall continue to press forward in the future as we have in the past, but the degree in which we advance will largely depend upon the support which is given all features of the organization by the membership in general. So long as the principles on which our organization is founded is practiced by each individual member, we have nothing to fear from any earthly power.

W. J. ORR,
Spec. Organizer.

Experience is a most exacting teacher whose rates for tuition are often higher than we like to pay. No one can better appreciate that truth than the engineers, any of whom can look back and truthfully say, that the lessons of experience come high and are too often not worth the price.

The Trouble With the Extra Board

In talking with a great many of our young engineers, I find that one of their greatest complaints is the manner in which the Extra Board is handled. They say there are too many men on the board. Sometimes this is true and could be taken care of by the Chairman with a little effort, and again they lay,

off, and then want the board to furnish them with work enough to catch up with lost time. This they should not expect. The greatest thing we have to upset the extra board is to have a large number of the older men lay off on the same day. This compels them to keep a heavy board for this emergency. I believe we should have as many men



BRO. A. L. BRIDLEY
Special Organizer

on the board as it will stand during these dull times and the brother who is making good money should lay off a day once in a while to help his brother who is less fortunate.

A. L. BRIDLEY.
Spec'l. Organizer.

Greeley's Champagne Error

BY MARK STUYVESANT

Horace Greeley was a determined sort of person. So intense were his efforts for the things in which he believed, and so keen were his likes and his dislikes that he sometimes forgot small matters in giving thought to the big affairs in which he was engaged. Often such conversations as the following took place in his office in the middle of the day:

"Jonas," Greeley would frown at his

assistant in a bewildered way, "have I been to dinner?"

"You ought to know best. I don't know," Jonas sometimes replied.

"John," Greeley would helplessly ask John, "have I been to dinner?"

"I believe not. Has he, Tom?"

"Yes," Tom would reply, or "No," as his memory or John's wink would decide. And if the office generally concurred in John's decision the great editor and political power either would go to dinner or resume his work in unsuspecting accord therewith.

Friends as well as political opponents testified that Greeley's greatest aversion was to drink. A person who wished to have a little fun with Greeley said in a group of which Greeley made one:

"Mr. Greeley and I, gentlemen, are old friends. We have drunk a great deal of brandy and water together."

"Yes," said Greeley, "that is true enough. You drank the brandy and I drank the water."

Another humorous instance of the fact that Greeley never let himself be disturbed by personalities addressed to him occurred in Greeley's own editorial office. He was hard at work writing an editorial when a politician who had been disappointed over something Greeley had done, rushed into the room and roared at him.

"Horace Greeley," he began, "I charge you with betraying the best interests of the party. You do us more harm than you do good. I once thought you honest, though I knew you to be a fool. Now, since this last horrible betrayal of yours I swear you are a scoundrel and an idiot!"

Then, for the first time Greeley laid down his pencil and raised his eyes.

"Don't go off that way, my friend," he called out in his high, shrill voice. "Come back and relieve your mind."

One evening an associate editor of the Tribune spoke to Greeley as the latter came to his desk to ask some question.

"Didn't you know, Mr. Greeley, that you made a dreadful blunder in one of your statistical editorials this morning?"

"No—how was it?" Greeley asked.

"Why, you wrote something about — and champagne. Don't you know that — is champagne?"

"Well," said Greeley quietly, "I am the only editor on this paper that could make that mistake."

CORRESPONDENCE

All contributions to the JOURNAL must be received by the 17th to insure publication in the next issue.

Writers may use any signature they choose, but should also give their name and address.

All contributions are subject to revision or rejection by the Editor, as he is held legally and morally responsible for their publication.

The Through Freight Pool

You may talk about the records of the
batters of the past,
Of the runs they sometimes boasted
which were surely rather fast,
With their little old eight wheelers that
would seem like toys these days,
And tho we feel inclined to give each
"vet" his due of praise,
We sometimes really wonder, in a spec-
ulative way,
What would be their batting average
were they in the pool today

They don't measure worth of engineers
as in the olden days,
When economy and skill were fads, ef-
ficiency a craze;
What if the fireman's mind is weak, just
so his back is strong?
What if the engines pound and leak
and other things be wrong?
The engineer's considered now a "lulu"
as a rule,
If in spite of all he bats about 300 in
the pool.

And all the time the pool is getting
fiercer, you may bet,
The freight trains growing longer, and
the trips much longer yet,
The locomotives are a sight, for size and
dirt and all,
And excuses are not taken if you fail
to hit the ball;
So whatever else your failings, you're
a dandy, I will say,
If you can bat 300 in the through freight
pool today.

JASON KELLY

An Act of Heroism

While rounding a sharp curve on the Norfolk Southern Railroad near Kipling, North Carolina, recently, with a train of twenty-five cars and on a down grade, the engineer, Brother J. H. Furman, of Division 849, Raleigh, North Carolina, saw a small child toddling along the track not more than 75 yards ahead of the engine. He immediately sounded the whistle and applied the brakes full on, but realizing it would be impossible to avoid striking the child unless something else was done, he immediately proceeded to do that necessary thing by going out on the running board and down on the pilot from where,

while the train was still going at a speed of at least ten miles an hour, he snatched the child from the track and held her safely until the train stopped. The only injury the child received was a bruise on the head and some scratches on one foot.

A little later he discovered the tot's mother who was overjoyed, and showed thanks on the engineer, when she learned from the bystanders of the heroic manner in which he saved the child, but Brother Furman got away as soon



Bro. J. H. Furman, Div. 849

as possible and made out his report to the company in a matter-of-fact way, treating the matter as if it were a common incident in the day's work.

We have read of such acts of heroism before and have seen them pictured on the "movie" screen, but such an occurrence so rarely happens that we are pleased to give it publicity and a large share of credit to the man who will take a chance to do an act of that kind.

We all admire the hero, the fellow who will risk his own life to save the life of another, and while we do not claim to have a monopoly of that spirit in the ranks of railroad men, it must be admitted that more opportunities are offered them to show that spirit than to

men of almost any other craft, and to their credit let it be said that they usually measure up to the situation with credit to themselves and their class.

A MEMBER.

To the Quitters

So you are tired and discouraged, and propose to lie down and quit. Just when it is going to require all the strength and resourcefulness of organized labor to protect its interests and prevent the disruption of labor unions by the most active co-operation of organized capital in history of the labor movement. Big business was never so powerful, so arrogant or grasping as in the present conflict, and backed up by the Associated Press, the most important distributor of anti-labor news, it behooves all union labor men to strive to hold what they have at present and to formulate a way that they may share in the better days to come. In the face of the conflict you propose to lie down. Well—good-bye!

There has always been those who lack the stern qualities and the grim persistence to keep on until the goal is reached. There have always been those who drop by the wayside and take it easy, and then profit by the sacrifices of their brothers after the victory is won. There have always been those who want to get something for nothing.

Your lament is babyish. Some of our plans have not worked out as you expected. Conditions have not improved as much as you thought they ought. The meetings are not conducted to suit you. You are unable to see any visible results from your efforts. You have not been fully appreciated by your brothers. But even so.

The changing of economical and labor conditions is a gradual, not not a sudden process. Seldom does a brother see the direct results of his own individual efforts for the cause. But let him look back a few years—comparing the labor movement then with that of today—and he will see the marvelous advance that has been made through the combined efforts of all the workers, including himself.

Don't expect to be patted on the back every time you serve the cause. There are others also in the service, and the consciousness of having aided the movement is sufficient reward.

Let the faint hearted and the weak-

lings lie down if they like, but they whose courage and whose consecration to the cause makes them worthy to be called men, will keep on organizing and educating with enthusiasm and determination in spite of all obstacles, until labor succeeds in getting at least a fair share of what it produces. They have neither fears nor illusions. The path to the goal is not a smooth and gentle incline. There will be mountains to climb, cliffs to scale, thickets to penetrate and rivers to swim.

Indications are not encouraging, but, like clouds, they are not here to stay. To them, a knowledge of this fact will be only a spur to greater efforts, rather than a cause for discouragement.

They know that "the flower that follows the sun" does so even on cloudy days. In any case, they will be in the vanguard just the same, fighting for the cause. They remember the lines of Gerald Massey:

"We are beaten back in many a fray,
But never strength we borrow,
And where the vanguard rests today
The rear shall camp tomorrow."

C. R. M.

Div. 203.

Big State Meeting in Decatur, Ill.

The ladies of the Auxiliary to the B. L. E. of Illinois held its first state meeting in Decatur on Thursday, October 29th. The meeting was attended by members from all over the state, the visitors numbering 250.

Before the session closed members of the B. L. E. were invited to witness the installation ceremony, and those who were familiar with that kind of work pronounced it as interesting and well conducted as any they had ever seen.

Members of the B. L. E. also held a meeting in Decatur on Thursday, members from 26 Divisions being present. The morning session was an open one at which the speakers were Rev. C. E. Jenney, Attorney Lee Boland and R. C. Augustine. They discussed the economic problems of the day in a most interesting manner, calling attention to the engineers and their responsibility in the matter of restoring normal conditions. It was also said that what was asked of the engineers was the same as was expected of the workers in all other crafts.

Mr. George F. Hess, superintendent of the car and locomotive department

of the Wabash Railroad, spoke from the standpoint of the employer and outlined what is expected of the shop forces.

Mr. Dan Dineen, representative of the state department of labor, also spoke. He discussed the labor question in a general way that was both instructive and interesting and highly appreciated by all present.

At the afternoon session the speakers were Brothers J. F. Leeley, General Chairman of the Wabash; John Hessler, former Chairman, and Charles Lindquist, General Chairman of the St. Louis Terminal Association. These speakers were well qualified to speak on questions of a general nature as well as on those of direct concern to B. L. E. men only, and the way they handled their subjects proved them well posted on the current events of the day both within and without the organization.

The meetings were a success in many ways. I know personally that the people of Decatur were agreeably surprised at the demonstration of the B. L. E. and the sister organization, and that the impression thus created was most favorable to us all, and is well worth the effort put forth by us.

MEMBER DIV. 155.

A Good Meeting in Division 546

We had a rousing good meeting in Division 546 lately. It was our third Sunday regular meeting and it was well attended, about forty members being present. Brother J. C. Feeney acted as chief and we were favored by a visitor from the Grand Office in the person of Brother A. C. Blainey, Special Organizer. Brother Blainey was making a tour of the Big Four and picked Sunday for his visit with us, and we surely appreciated the message he brought us, and the information he gave about everything connected with the progress of the B. L. E. He also told us in detail just how the money paid in by the members was applied to the support of the organization.

Our General Chairman, E. E. James (Big Four System) also spoke very interestingly on several topics of vital interest to the members, and his address was given close attention. Brother James accompanied General Organizer Blainey on his tour, arranging for special meetings at various places on the system.

On August 28, we held a good meeting with Chief, Brother C. C. Wallace, in the chair. An interesting feature of this meeting was the presence of Brother John Kennington, who had recently been pensioned account of having reached the age limit. The Division presented the veteran with a fine watch chain and charm, the writer having the honor of making the presentation speech. Following this ceremony the cigars were passed, and after a good smoke and a good visit with each other we departed for our homes feeling that we had spent a most enjoyable day.

We recently paid a surprise visit to our retired veteran, William Bevington, who is soon to sail for Honolulu to visit one of his daughters. And it was a genuine one, too, but Mrs. Bevington was equal to the occasion and after the party had enjoyed a good visit and partaken of a fine lunch, we all bid the host and hostess goodbye, wishing them a successful voyage and an early return.

J. M. BEGGS.

S. T., Div. 546.

A Fine Tribute to Railroad Employees

By W. G. McADOO

Former Director General of Railroads.

When General Pershing cabled in the fall of 1918 that unless he could get American locomotives, and plenty of them, the Allies could not keep up their drive against the Germans, I advised him, through the War Industries Board at Washington, that he could have the entire output of American locomotive builders if needed, and that the railroads would be run with the locomotives on hand. In order to make this promise good, and we made it good, it was necessary to call on American engineers to keep American locomotives on the rails, and American shopmen to put the locomotives back on the rails with all possible speed when they had to come in for repairs. I am glad to say that both the engineers and the firemen and the shopmen did the job I called upon them to do, and that Pershing got the locomotives he needed.

This is a tribute to the efficiency and loyalty of the engineers and the firemen and the shopmen, whose primary duty it was to make the locomotives do the war work at the highest point of efficiency, and it was because they did it that America's doughboys did their job

with such efficiency and despatch on the fields of France.

It is a striking fact that the great war was ended one year earlier than the best military judgment of the time expected. The most optimistic military experts thought the war could not be concluded before the fall of 1919. At the time the Armistice was signed, November 11th, 1918, the United States treasury was paying out every day an average of \$60,000,000 or at the rate of \$21,900,000,000 per annum. It was because America threw her organized strength into the balance with such irresistible power in such a short space of time that the war ended a year sooner than expected, saving not only millions of human lives and untold suffering, but also at least \$21,900,000,000 of American money. The railroad employees of the United States played a great and creditable part in this wonderful victory. The American railroads were an essential part of the war machine, and, if railroad employees had been inefficient, these results could not have been achieved.

When I recall the false charges some railroad officials and partisan politicians have made against railroad labor during Federal control, the patriotism and devotion of these railroad engineers, firemen and shopmen shine refreshingly by comparison.

I am glad to say this as a matter of justice to as fine a body of men as ever served their country in time of peril.

HONOR ROLL

Under this head will be printed only photographs of members who have received the Honorary Badge for forty years' continuous membership in the Brotherhood, together with a brief history of their railroad careers. In the case of members who have been retired from service on account of the age limit, their history alone will be printed.

Bro. Chas. Cotter, Div. 420, Retires

Brother Charles Cotter at the age of 72 years, retires from the service of the Duluth and Iron Range Railroad, after thirty-three years' continuous service with that company, but with a record altogether of 51 years of railroading.

Brother Cotter was born in Bradford County, Pennsylvania, July 27, 1849, coming to Minnesota with his parents while yet a boy, and in 1863 enlisted in

the Union Army and remained in the service for a year after the close of the Civil War, taking part in the Indian Wars of the Dakotas, Montana and Wyoming, being mustered out June 1, 1866.

Brother Cotter commenced railroad-ing in 1870 as a fireman on the Northern Pacific Railroad in the days when the engines burned wood and were like toys



Bro. Chas. Cotter, Div. 420

compared to those of the present day. He was promoted in 1872 on that road and ran there until 1888, when he quit to go to the Duluth and Iron Range Railroad. In 1899 he was made traveling engineer on the latter road but gave up the position in 1911 to go running again, and was the oldest runner on the Dakota Division.

Brother Cotter retires from the Duluth and Iron Range Railroad with the best wishes of all he came in contact with during his service with that company. He had been eligible for retirement for several years, but being in good health and naturally active he chose to continue running his engine, yielding finally to the persuasion of his friends.

Brother Cotter was honored by having a station on the Northern Pacific named after him, and he enjoys the reputation

of having been very successful in his railroad career, but more than all he enjoys the confidence and respect of those who know him best, and you may believe they are many.

Brother Cotter wears the Honorary Badge of Membership in the Grand Division of the B. L. E., having held membership in the Brotherhood for 46 years, an honor which serves fittingly to crown a life of usefulness that is a credit to himself and the organization he has so long been associated with.

The presentation of the badge was made by our Insurance Secretary, Brother A. N. Hunter, in a very impressive manner at a regular meeting held by Division 420 on July 24th, and Brother Cotter gratefully responded, thanking the Grand Officers and all who had contributed to conferring that honor upon him.

In spite of his advanced years Brother Cotter is not by any means aged, and from the present outlook he bids fair to remain many more years among those with whom he has been so long and so agreeably associated.

H. W. SWALM,
S. T., Div. 420.

Sketch of Career of Bro. Frank Norwood, Div. 61

Brother Frank Norwood of Salem, Massachusetts, 75 years old and approaching his fiftieth year of railroad service for the Old Eastern and the Boston and Maine Railroad Company, is not only the senior service man in the service of that company here, but is one of the most active as well.

"Daddy" Norwood, as he is affectionately called by the railroad boys here, went railroading, first as a fireman and four years later was promoted and spent a large part of his time in passenger work. He has run every type of engine the B. & M. had during his time, these from the old Marblehead to the monsters of latter days. At one time he ran the famous "Miss America," which held the Boston-Portland record. Brother Norwood's long railroad experience was remarkably free from accident of any kind, in fact he had never been in what could be called a wreck. There is every reason to believe that he will live to a ripe old age as he is remarkably well preserved for his years. He has neither aches nor pains, uses

glasses only when reading fine print, and in general is cheerful and vigorous in mind and body.

Brother Norwood has been a member of the Brotherhood over forty years, and if there was a fifty-year medal he would soon be eligible to claim it on the 18th of next April.

Brother Norwood was one of the first to see the possibilities of our Pension,



Bro. Frank Norwood, Div. 61

so he joined the Association as soon as possible after it was put in operation, and he is now reaping the profit of his wisdom and foresight.

Our veteran brother has many friends wherever he is known, all of whom wish him many more years of health and happiness here among them where he has spent more than half a century in active railroad work. His record in general is something to be proud of, and we believe is about the record among locomotive engineers.

CHAS. S. BROWN,
Div. 61.

Railroad Career of Bro. Richard W. Harrison of Div. No. 342

"I was born in West Grove, Chester County, Pennsylvania, March 3, 1856. I lived there until I was 12 years old.

When the Baltimore Central Railroad was built its trains ran through a part of my father's farm. I used to go out and watch them and think how I would like to be an engineer.

"On April 1, 1873, I entered the shops of the old Philadelphia, Wilmington & Baltimore—now a part of the Pennsylvania Railroad—as an apprentice to learn the trade of machinist. August 1, 1877, I went firing for Engineer John Hyde. Engine No. 10 used to be named the Sampson, an old New Castle engine built in New Castle, Delaware. I fired this run for three months, then went firing out of Philadelphia for Brother A. S. Ward, now deceased.

"In 1879 I did extra running and work in the yard. In June, 1880, I took charge of Engine No. 3 as a regular engine, a small switch engine of the Forney type with tank behind it. I worked in the yard until 1882, then I went running on the Delaware Railroad, now a part of the Southern Grand Division of the Pennsylvania Railroad.

"In the winter between Philadelphia and Baltimore, ran there until 1885, then transferred back to the Delaware Railroad, which is now known as the Delaware Division of the Pennsylvania Railroad, where I remained until retired.

"I ran freight until 1895, then I was promoted and ran in passenger service until November 1, 1909. I was asked to take the position of motive power foreman at Delmar, Delaware, the outlying terminal of the Delaware Division and the connecting point of the N. Y. P. & N. R. R., now known as the Norfolk Division of the Southern Grand Division of the Pennsylvania Railroad, which position I held until May 1, 1921, at which time I was placed on the honor roll after forty-eight years of service."

During the forty-eight years of service Brother Harrison saw the most changes in railroading. His first engine being only a 35-ton weight, he has seen them grow from this size to the largest type of today, and from 67 engines in service grow to 350 on the Grand Division.

Brother Harrison had the honor of running the first Pennsylvania engine that was assigned to the P. W. & B. R. R. after the P. R. R. got control of it.

Brother Harrison joined the ranks of the Brotherhood in August, 1883, joining Division No. 51. In 1887 Diamond

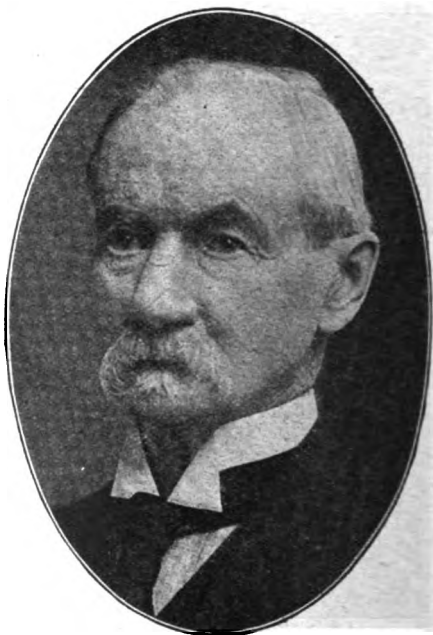
State Division No. 342 was organized in Wilmington. Brother Harrison was transferred to that Division. He was Insurance Secretary in this Division for nineteen years, and also is Past Chief Engineer.

Brother Harrison held the position of motive power foreman at Delmar for eleven years with high honors with the company, and also with the men of the Division. Brother Harrison lives at 618 North Van Buren St., Wilmington, Del., and invites any brother that may happen in this city to come see him as well as his old home town boys that he is closely associated with. He has the best wishes from all the boys for the long and happy well earned vacation which he has started on May 1, 1921.

H. W. PARKS,
Secretary Div. 342.

Bro. Wm. Kennedy, Div. 76, a Veteran

The distinction of being one of the oldest, if not the very oldest engineer in Canada, belongs to Brother William



Bro. William Kennedy, Div. 76

Kennedy of Division 76, Winnipeg, Manitoba.

Brother Kennedy was born in Milton, Parish of Buchanan, Stirlingshire, Scotland, in 1825, and was locomotive

engineer when he located in Canada in 1853, and entered the service of the Grand Trunk Railroad, having frequently enjoyed the privilege of hauling royalty, the Princess Louise being one of the English nobility he recalls having been on his train.

The lure of the West caught him in 1870, so he came West and for a time was engaged in construction work on the Canadian Pacific road, and after the road was completed hauled the pay car train over the system until divisional points were established.

Brother Kennedy has been retired from service for a number of years, and although close to the century mark is fairly well. His family say he would be in excellent health but for the fact that he has suffered from two street car accidents within the last few years, from the effects of which he never fully recovered.

Brother Kennedy comes from a family noted for longevity, he having a brother 95 years old and his mother was 102 when she died, so it is hoped and believed that he will be among us for some time to come.

Brother Kennedy wears the Honorary Badge of Membership in the Grand Division, Brother Ash Kennedy, A. G. C. E., being the only other brother in Western Canada who enjoys this distinction. Both veterans are justly proud of the distinction and the Brotherhood of Locomotive Engineers also shares in the honor by having men of such sterling worth within its ranks.

S. G. CARCARY,
Ins. Sec. Div. 76.

Bro. Wm. J. Coakley Presented With Honorary Badge in Div. 95

At a regular meeting of Division No. 95 August 18, 1921, Brother William J. Coakley was presented with the Honorary Badge, the first member of this Division to receive the honor. In presenting the Badge of Honor Brother E. Q. McCullough, Chief Engineer, congratulated Brother Coakley on his distinctive and honorable record.

Brother Coakley was born in Wheeling, West Virginia, June 4, 1853, and after attending schools in Cincinnati and Hamilton, Ohio, he started firing a hook-motion engine on the C. H. & D. in April, 1868, at the enormous salary of twenty dollars per month, and when he

asked the Master Mechanic for an increase in wages, the Master Mechanic said that perhaps they were paying him too much. He left the C. H. & D. and went to the C. & I. J. in 1873. He was promoted in 1879 and joined Division No. 11 at Indianapolis, Ind., May 1881. Cincinnati becoming the headquarters upon the consolidation of the C. & I. J. with the C. H. & D., he transferred from Di-



Bro. Wm. J. Coakley, Div. 95

vision No. 11 at Indianapolis to Division No. 95 at Cincinnati. Brother Coakley served on the first grievance committee organized on the C. H. & D. and as Chief Engineer of Division No. 95 for two years. He also represented Division No. 95 at the Richmond and Denver conventions as a delegate.

After serving on the following roads: C. N. O. & T. P., the Chicago and Eastern Illinois, the N. O. & N. E., Cincinnati Division of the Big Four, and L. & N., Brother Coakley resigned from the Cumberland Valley Division of the L. & N. in 1910 to accept the position of Chief Engineer of the municipal plants of the city of Hamilton, Ohio, which position he now holds.

Doctor Osler's theory is surely contradicted in the case of Brother Coakley, who though nearing the three score and ten mark is vigorous and hearty, man-

aging the municipal plants of Hamilton, Ohio, with his characteristic thoroughness and efficiency.

Brother Coakley's greatest pleasure is to meet and hear from his railroad friends of other days, as he still is and always will be a "railroad man."

HARRY E. CULVER,
S. T., Div. 95.

Bro. H. J. Faber Retired After a Long Period of Sickness

On May 31, 1921, after 52 years of railroad service, Brother H. J. Faber was retired by the Philadelphia and



Bro. H. J. Faber, Div. 75

Reading Railroad Company. He worked for that company as far back as 1868, and up to 1872 was a repairman. He then went to the Wilmington and Northern Railroad, now owned by the P. & R., as brakeman, and the same year was promoted to yard conductor, a position he held until 1875, when he was made yard master at Birdsboro, Pennsylvania, a position he held for one year. He then went firing on the Wilmington Northern, and on November 24th, 1888, he was promoted, and ran an engine there until retired.

Brother Faber ran many different types of engines in his day, from the

four wheeled switches without power brakes, up to the engines of the present day, and his success as a runner was all that any one could ask. His health has always been good, and the only thing to mar the pleasure of his retirement was the recent death of Mrs. Faber.

All friends in this action, and wherever Brother Faber is known, join in wishing him happiness and contentment during his retirement.

WM. O. SIMCOX,
Div. 75.

Bro. Jesse Chester Martin, Div. 161, Retires on Pension

Jesse Chester Martin was born at Hinisburgh, Vermont, May 26, 1855. In 1869 he began as brakeman on Vermont Central out of St. Albans, and in the following year went firing on O. & L. C. R. R. out of Malone, New York. In 1872 he went to the Smoky Hill Division Kansas Pacific Ry. and was made an



Bro. Jesse Chester Martin, Div. 161

engineer in July, 1873. March, 1876, he went into service with the Central Pacific, now the Southern Pacific Company, at Carlin, Nevada, as engineer between Carlin and Ogden and was transferred to Los Angeles in January, 1887. He also ran to Yuma, Arizona,

for a short time. The road was building at that time on Southern Pacific Company's lines, Sangus to Santa Barbara, and he hauled material and helped build road to Ventura, then a second passenger run was put in service and he was assigned to the run, which was held to June 1, 1896, when he was promoted to the position of Fuel Expert, Pacific System, and in 1900 to Road Foreman of Engines on Coast Division, which he held until 1909. Later he went to the middle west with his Patent Wheel Flange Lubricator, where he disposed of his device to the Ohio Injector Co., Chicago, and in 1911 transferred his seniority rights from San Joaquin Division to Stockton Division. On February 1st he retired, having served over 50 years on railways and for 47 years as an engineer.

It is the wish of his numerous friends that he may live a long time and enjoy the well earned vacation.

H. A. MADDEN,
S. T., Div. 161.

White Slavery

The capitalist system debases everything it touches. It makes human beings veritable beasts of prey. In the mad scramble for profits men will even deal in human flesh. Sixty-five thousand girls disappear every year in this nation. Where do they go? A large percentage are trapped just as animals are trapped, and sold into prostitution. It has become a regular traffic, a capitalistic institution and is known as the white slave trade. At the rate of even half of 65,000 a year, it does not take many years to make white slaving more formidable than the African slave trade, which this country had to go to war to abolish.—Exchange.

Three Generations of Railroad Men

A group photo representing four generations and of which the oldest member is still in active service as a railway engineer may be regarded as something of a rarity. The persons represented are: George Redmon, member Division 548, at Peru, Ind.; his son, grandson and great grandson. The son, E. A. Redmon, is also a member of Division 548 and his grandson is a member of Echo Lodge, No. 157, of the Brotherhood of Locomotive Firemen

and Engineers. All three are employed on the Lake Erie & Western Division of the New York Central, the former two being passenger engineers and the grandson a passenger fireman, looking forward to a post as engineer.

George Redmon, the patriarch of the group, began his railway career in 1868,



Reading from right to left: Geo. Redmon, Div. 548; great-grandson, grandson and son, E. A. Redmon, of Div. 548.

shoveling gravel on a work train. From 1870 to 1871 he sawed wood, using a two-horse tread-power. Later he started braking on a freight train and in 1874 he began firing on a locomotive. After one year of experience he was given a road engine and since 1878 he has been in continuous service as a passenger locomotive engineer.

He joined Division No. 11 at Indianapolis in 1876 and in 1899 he helped organize Division 548, of which he is a charter member. His son began his railroad career in 1890 and fired freight and passenger engines until 1900, when he was promoted to the rank of engineer. He has been a passenger engineer since 1916 and became a member of Division 548 in 1901.

A MEMBER.

Railroad Men's Home

The following contributions were received at the Home during the month ended September 30, 1921:

SUMMARY

| | |
|-----------------------------------------------------------------|----------|
| Grand Division O. R. C..... | \$337.32 |
| Interest Liberty Bonds, 3d issue | 107.31 |
| Interest Liberty Bonds, 2d issue | 42.50 |
| B. R. T. Lodges..... | 28.03 |
| Grand Division B. L. E..... | 26.40 |
| Picnic held at the Home in honor of Mrs. Bromer, G. I. A. Divs. | 23.32 |
| James Costello, O. R. C. No. 270 | 1.00 |
| Integest Highland Park State Bank | 20.77 |
| Alfred Lunt, B. R. T. No. 877... | 1.00 |
| A. W. Foster, B. R. T. No. 357... | 1.00 |
| | <hr/> |
| | \$587.65 |

Respectfully submitted,

JOHN O'KEEFE,

Secretary-Treasurer and Manager.

Labor Banks

Organized labor has been experimenting, and successfully, with the establishment of banks. The members have reasoned they provide an enormous aggregate of deposits for banks and these banks, or some of them, use this same money to finance employers that war against organized labor. So—labor banks.

Organized labor has also been thinking about insurance companies. Some insurance companies, it is reasoned, also support with their funds the employers' end of the war when labor war occurs.

Organized labor has got this far with the insurance companies:

President Haley Fiske of the Metropolitan Life Insurance Co., writing to President Smith of the New York Central, said:

"We think the present truculent attitude of some railroad administrations toward the operatives and the unions a great mistake, which may lead to disaster."

The Metropolitan holds a lot of railroad securities. It might have used the language of life insurance and have told labor this: "We are not interested. You have a non-participating policy." But it didn't.

The following resolution has been introduced for the consideration of the officers and delegates of the thirteenth

biennial and twenty-third regular session of the Grand Division:

Whereas, There is a need for closer co-operation between members of our organization in financial matters as well as organization matters, and

Whereas, A great number of our members are located at small stations and places where they do not have access to banks or other financial institutions; therefore, be it

Resolved, That the President, Grand Secretary and Treasurer, together with the Board of Directors, be delegated and authorized to investigate and determine the most favorable method of instituting a National Co-operative Bank, similar in scope to the one now operated by the Brotherhood of Locomotive Engineers in Cleveland, Ohio, and to institute said bank in the headquarters city of the Order of Railroad Telegraphers, capitalized in an amount designated by the above named committee and to provide that the stock thereof be held entirely, unless contrary to law, by the Order of Railroad Telegraphers as such and the members thereof, with at least fifty-one (51) per cent of said stock at all times in control of the organization.

—*The Railroad Telegrapher.*

Labor's Only Weapon

There is only one way by which the workers can control their power to produce; that is by being in a position to work or to withhold their labor until they can secure fair wages and fair conditions of work. No wage earner can have this power alone, but collectively they can force employers to agree to fair terms.

There are 41,420 moving picture theaters in the world, according to latest statistics. Of this number, 19,215, almost half, are in the United States.

Ohio has 1,749 of the theaters, more than any other state in the union with the exception of Pennsylvania, which has exactly the same number.

Without electricity, moving pictures would be impossible.

To wind up one's watch is a matter of fifteen seconds or so. But if a man of 50 has had a watch since he was 15 years old, he will have spent more than three full days winding it.



TECHNICAL

Air Brake and Other Problems Solved

BY T. F. LYONS

PRESSURES EQUALIZE

Question. Will you please explain the following, and give a remedy for the trouble: With the engine alone, and the automatic brake valve handle in running position, the brake pipe and main reservoir pressure will equalize, while, when coupled to a train, the black hand will stand at 70 and the red hand at 100 all the way over the road. What defect will cause this, and why don't the pressures equalize when the engine is coupled to a train?

C. L. T.

Answer. The pressures equalizing, of course, means that main reservoir air is leaking into the brake pipe, and this leakage may be coming past the rotary valve in the automatic brake valve, the body gasket, the feed valve or its gasket. To determine which part is at fault, close the cut-out cock under the brake valve and move the handle to service position, exhausting all air from the equalizing reservoir and the chamber above the equalizing piston, as well as from the short piece of brake pipe between the cut-out cock and the brake valve; then return the handle to lap position. Leakage of air past the rotary valve is generally into the brake pipe port in its seat, which will allow this air to come in under the equalizing piston, thus forcing it upward, unseating the brake pipe service exhaust valve, allowing this air to escape to the atmosphere, and may be detected by holding the finger over the exhaust port. Leakage past the body gasket will allow air to enter the chamber above the equalizing piston, holding it in its lower position, keeping the brake pipe service exhaust post closed, thereby preventing the escape of this air to the atmosphere. Since the capacity of the equalizing reservoir is small, such leakage will cause the black hand to quickly move up to the position of the red hand. To determine if the leakage be in the feed valve, or its gasket, recharge the brake pipe to some pressure below the adjustment of the feed valve, then place the handle in lap position. If the black hand on the air gage remains stationary,

it is fair to assume that the leakage will be found in either the feed valve or its gasket, as in this position of the brake valve the feed valve is cut out.

The pressures equalizing with the lone engine and not when coupled to a train is due to the brake pipe leakage of the train to the atmosphere being greater than main reservoir leakage to the brake pipe.

FEED VALVE TEST

Question. We are having considerable trouble with our feed valves, and I would like to ask how an engineer would make a practical test, or what I might call a road test, to determine if a feed valve is in working condition?

C. L. T.

Answer. With the automatic brake valve handle in running position, and brakes charged to the adjustment of the feed valve, create a brake pipe leak of from seven to ten pounds and note the black hand on the brake pipe gage. The fluctuations of this hand will indicate the opening and closing of the feed valve, which should not permit a variation of over two pounds in brake pipe pressure; if it does, it indicates a dirty condition of the valve.

BRAKE CYLINDER PRESSURE IN EMERGENCY

Question. Will you please say if an increased brake cylinder pressure is obtained in emergency over that in service with the different type Westinghouse brakes, and how is it obtained with the E-T equipment?

M. H. D.

Answer. A higher brake cylinder pressure is obtained in emergency than in service with all Westinghouse type of brakes except with the P-C equipment. With this equipment the brake cylinder pressure is the same in emergency as in full service; however, the braking power is much higher, as the second brake cylinder is brought into use when an emergency application is made. With the E-T equipment, when the equalizing slide valve in the distributing valve moves to emergency position, the application chamber is cut off and pressure chamber air allowed to expand into the application cylinder only; hence, equalization takes place at a higher pressure. In emergency position of the automatic brake valve there is a small port through the rotary valve (called the blow-down timing port) which registers with the

application cylinder pipe port, thus allowing main reservoir air from the top of the rotary valve to flow to the application cylinder, causing an increase of pressure in this cylinder, hence an increase of pressure in the brake cylinders of the locomotive. The maximum brake cylinder pressure is controlled by the safety valve which is generally adjusted at 68 pounds.

ELECTRIC HEADLIGHT

Question. Will you please say how to care for the commutator and brushes of the dynamo used with the electric headlight.

J. G. B.

Answer. The commutator is made up of a central brass ring or bushing upon which is mounted a series of copper bars which are separated and insulated from each other by pieces of mica. The commutator should be kept clean, running true, and the mica between the bars kept below the surface of the copper. Should the surface become rough it should be smoothed with No. 0 sandpaper. To smooth the commutator surface, run the machine slowly, holding the sandpaper in contact with the commutator by the ends and do not press against it with the fingers. Emery cloth or paper should never be used, as a piece of emery might lodge in any of the grooves between the commutator segments, and being a conductor of electricity, cause a short circuit. It may also get embedded in the copper and cut the brushes. Sand will not do this. The brushes must be kept clean, and must form a perfect fit on the commutator; that is, the contour of the brush face should be the same as that of the commutator. When fitting brushes, with the machine at rest, raise the brush and slip a strip of sand paper slightly wider than the brush between the brush and commutator, having the sand side next to the brush; then see-saw the sandpaper from right to left; continue the process until the brush has been fitted to a true, smooth bearing. Then trim about one-eighth inch off the front edge of brush. Never undertake to fit a brush with a file or knife.

BLOW AT DISTRIBUTING VALVE EXHAUST PORT

Question. Will you please say what defect will cause a blow at the distributing valve exhaust port.

Answer. A blow at this exhaust port when the brake is released would indi-

cate a leaky application valve, or where the distributing valve is equipped with a quick action cap, a leak past the emergency valve will also cause a blow at this port. To determine which is at fault reduce the brake pipe pressure to zero, then release the brake with the independent brake valve; if the blow continues, the defect will be found in the application valve; if the blow stops, the emergency valve will be at fault. A blow at the exhaust port when the brake is applied would indicate leakage past the exhaust valve.

BROKEN SUPPLY PIPE TO DISTRIBUTING VALVE

Question. I am running a switch engine equipped with the E-T brake, and recently had the following trouble: While working on an outpost job, some thirty miles from the terminal, the supply pipe to the distributing pipe broke, which, according to my understanding of the E-T equipment destroyed the engine brake. I was ordered to take the engine to the terminal for repairs, but refused, claiming it was unlawful and dangerous to run the engine without a brake; we later double-headed to the terminal. This happening has caused considerable discussion among the men, some claiming that the brake could still be used, but I claim it could not. Will you kindly give me a ruling on this.

H. D. M.

Answer. Where the supply pipe to the distributing valve is broken the locomotive brake *cannot* be applied in the usual manner; however, if the distributing valve be equipped with a quick action cap, and an emergency application is made, the air coming from the brake pipe, through the quick action cap, will apply the brake. The amount of brake cylinder pressure obtained will depend on the length of the brake pipe, also the pressure carried, and in a degree on the length of piston travel. With the engine alone, as in your case, the volume of air in the brake pipe would not be sufficient to apply the brakes, nevertheless, the brake may be applied in the following manner: First, move the automatic brake valve handle to emergency position, and then return it to holding position until the brake pipe is recharged to about fifty pounds, when the handle should be moved to lap position. The movement of the brake valve to emergency position causes the

equalizing piston in the distributing valve to move to emergency position, and in so doing moves the emergency valve in the quick action cap to open position, thereby creating an opening from the brake pipe to the brake cylinders; then by moving the brake valve to holding position, admitting air to the brake pipe, it is free to flow to the brake cylinders, applying the brake. From this it will be seen that the brake cylinder pressure obtained will be dependent upon the amount to which the brake pipe is recharged, and this fifty pounds, or such part of fifty pounds as desired, may be used. The end of the supply pipe toward the distributing valve must be plugged. If the distributing valve is not equipped with a quick action cap the locomotive brake can be operated by first plugging the supply pipe connection to the distributing valve, also the distributing valve exhaust port; then remove the application piston and its valves; to do this it is first necessary to remove the application valve and its stem, then replace the cover; next remove the application cylinder cover and take out the application piston and exhaust valve, then replace the cover. Desiring to apply the brake, move the independent brake valve handle to quick application position, air coming from the reducing valve will flow through the application cylinder pipe to the application cylinder, and as the application piston is now removed, the air will be free to the brake cylinder port and to the brake cylinders, applying the brake. To release the brake place the independent brake valve handle in release position.

THE FEED VALVE

Question. Will you please give me a little information on the operation of the feed valve that is used with the L-T equipment. In my twenty years running a locomotive I have always operated a slide valve type of New York brake valve, and for this reason know nothing about the operation of the feed valve only that it regulates the brake pipe pressure. Anything that you may offer on the operation and care of the feed valve will be greatly appreciated by myself and others on our division.

R. J. P.

Answer. As you say, the feed valve controls the brake pipe pressure, that is when the handle of the automatic brake

valve is in either running or holding position; in all other positions of the brake valve the feed valve is cut out. With the brake valve in running or holding position, air from the main reservoir connection flow through a passage into the supply valve chamber of the feed valve. In this chamber is found a supply piston and valve, which in normal position closes the supply port in the valve seat; the piston and valve being forced into this position by the supply valve piston spring. Main reservoir air entering the supply valve chamber will force the piston and its valve to open position, compressing the supply piston spring, opening the supply port in the valve seat, which allows air to flow through the supply port to the feed valve pipe, thence through the rotary valve to the brake pipe; at the same time air is passing by the supply valve piston (which is not an air tight fit in its cylinder) to the chamber back of the piston, then through a port to the regulating valve chamber, and when this valve is unseated, this air will be free to flow to the diaphragm chamber and from there to the feed valve pipe. When the pressure in the feed valve pipe and the chamber above the diaphragm slightly exceeds the tension of the regulating spring, the diaphragm will be forced back, allowing the regulating valve to seat, thus preventing the flow of air from the chamber back of the supply piston. This will allow the pressure to equalize on both sides of the supply valve piston, when the piston spring, which is now under compression, will move the piston and supply valve to closed position, thereby cutting off the supply of main reservoir air to the feed valve pipe and brake pipe. The feed valve will remain in closed position until the pressure in the feed valve pipe drops below that for which the regulating spring is adjusted, say seventy pounds, when the regulating spring will force the diaphragm forward, again unseating the regulating valve, allowing the air in the chamber back of the supply piston to flow to the feed valve pipe. The pressure back of the supply piston having been reduced, the main reservoir pressure on the opposite side of the piston will again force it to open position, moving the supply valve with it, opening the supply port, again allowing air to pass to the feed valve pipe until the pressure is restored to that for which the regulating spring is adjusted.

A change in brake pipe pressure can be made by readjusting the feed valve which may be done by turning in or out on the adjusting screw. The adjusting nut is provided with a hand wheel having stop pins, which work between two adjustable stops; these stops are set for the high and low brake pipe pressure which it is desired to carry. Where the automatic brake valve is in running position, and the regulating spring properly adjusted, if the brake pipe pressure increases to that in the main reservoir, it may be due to a leaky rotary valve or body gasket in the automatic brake valve, but more likely will be due to leakage in the feed valve gasket, that is, the gasket between the feed valve and its bracket. A leak past the supply valve, or the regulating valve held from its seat, or the supply valve piston too tight a fit in its cylinder, may cause the pressures to equalize. It sometimes happens that with the engine alone the brake pipe pressure will equalize with that in the main reservoir, while when coupled to a train the pressure will remain at that for which the feed valve is adjusted. This is caused by light leakage of main reservoir air into the brake pipe no doubt coming past the feed valve, and with the lone engine is sufficient to raise the brake pipe pressure to that in the main reservoir; while when coupled to a train the brake pipe leakage of which is greater than that coming past the feed valve it will not be noticed. To test the feed valve for sensitiveness, with the brake released and charged to the adjustment of the feed valve, create a brake pipe leak of from seven to ten pounds per minute and note the black hand on the brake pipe gage. The fluctuation of this hand will indicate the opening and closing of the feed valve which should not permit a variation of over two pounds in brake pipe pressure; if it does it indicates a dirty condition and the valve should be cleaned. Where the brake pipe charges too slowly when nearing the maximum pressure it may be caused by a too loose fit of the supply valve piston in its bushing, or the port past the regulating valve partly stopped up. If for any reason the feed valve becomes defective so that it will not control the brake pipe pressure, the reducing valve used for the straight air brake may be used in place of the feed valve, making a readjustment to the pressure desired. Dirt

and the feed valve are not very good friends, therefore keep the valve clean. Much dirt, oil and gum may be kept out of the feed valve by placing the automatic brake valve in release position when charging and recharging the train brakes.

AIR VALVES IN CROSS-COMPOUND COMPRESSOR

Question. Recently a number of our engines were equipped with the Westinghouse cross-compound pump, and I notice they have three sets of air valves, and would like to ask what are the names and functions of the different valves, and what may be done if they become defective while on the road?

RUNNER.

Answer. In the cross-compound compressor there are two upper and two lower receiving valves, one upper and one lower final discharge valve. The function of the receiving valves is to receive the air from the atmosphere and to prevent its return; the intermediate discharge valves allow the air to pass from the low pressure to the high pressure air cylinder and prevent its return to the low pressure cylinder; the final discharge valves allow the air to flow from the high pressure cylinder to the main reservoir and prevents its return. Where a receiving valve breaks or sticks open, the low pressure air piston will make a quick stroke toward the defective valve, and no air will be compressed in this end of the cylinder. An intermediate discharge valve at fault will cause a quick movement of the high pressure air piston toward the defective valve, and no air will be compressed in that end of the cylinder. A defective final discharge valve will permit main reservoir air to flow back into the high pressure air cylinder, and will cause the compressor to stop when the main reservoir pressure is in excess of forty pounds. If a receiving valve breaks or sticks open air will flow back to the atmosphere as the piston moves toward the defective valve and may be detected by holding the hand over the strainer. Remedy: Remove the broken valve, blocking the opening made by its removal, and, as there are two upper and two lower receiving valves, the compressor will take air through the other valve. If an intermediate discharge valve breaks or sticks open no air will be taken into the low pressure

cylinder as the piston moves from the defective valve, and may be located by holding the hand over the strainer. Remedy: Remove the broken valve, blocking the opening made by its removal, and, as there are two upper and two lower intermediate discharge valves the air will now pass from the low to the high pressure cylinder through the other valve. A final discharge valve breaking will cause the compressor to stop when the main reservoir pressure reaches about forty pounds. Remedy: As the receiving valves and final discharge valves are the same size, the broken discharge valve may be replaced by one of the receiving valves, blocking the opening made by the removal of the receiving valve.

DIRECT OR INDIRECT MOTION

Question. Will you please say if the Walschaert valve gear is a direct or indirect motion. I have heard it argued both ways, some claiming that it is direct when the engine is in forward motion, and indirect when in backward motion, is this correct?

B. M. L.

Answer. Probably the greater number of engines throughout the country having Walschaert valve gear, are direct motion engines when running forward, which, of course, means indirect motion in a back up movement. The direction of movement of the engine, however, is not the governing factor, as the motion may be indirect in a forward movement as well as a back-up movement, all depending on the position of the link block in the link. The term, direct or indirect, refers to the relative movement of the valve and the throw of the eccentric, and not to the direction of movement of the engine. Where the movement of the valve is in the same direction as the throw of the eccentric, as where the link block is below the center of the link, the gear is said to be in direct motion, and when the link block is above the center of the link, and the movement of the valve opposite the throw of the eccentric, the gear is said to be in indirect motion.

LOCOMOTIVE BRAKE RELEASES

Question. A number of the engines on our road have the E-T equipment while others have the L-T equipment and I have noticed that a leak in the application cylinder pipe will cause the brake to release following an indepen-

dent application with the E-T equipment, but will not release following an application with the L-T equipment. Now as the control pipe of the L-T, and the application cylinder pipe of the E-T both connect to the chamber in front of the application piston, why will not a leak in either of these pipes cause the brake to release?

T. P. H.

Answer. This action is due to the difference in principle of operation of the two equipments in independent applications of the brake. With the E-T equipment it is necessary to admit air to the chamber in front of the application piston to move it and its valves to application position, in either an automatic or independent application, as the distributing valve supplies air to the brake cylinders of the locomotive in either case; therefore, a leak from this chamber will cause the brake to release. With the L-T equipment, when an independent application of the brake is made, air is admitted direct to the brake cylinders through the independent brake valve, and does not enter the control valve; that is, the control valve takes no part in either the application or release of the brake; hence, leakage from the control reservoir pipe will in no way affect an independent application of the brake, but will cause a release of an automatic application.

"Helpful Hints on Modern Locomotive Brakes" is a book gotten up by our Air Brake Editor, Bro. T. F. Lyons. This book is up to date, and of handy vest pocket size. Priced 50 cents. Address T. F. Lyons, 546 109th St., Cleveland, Ohio.

Now comes peace, with railroad and passenger rates enormously increased. Industry, another branch of business, says it must have lower railroad rates. So you read that four hundred million dollars yearly will be taken from the wages of railroad workers in order to keep "efficient private ownership" on its feet.

A system of private railroad ownership and management that can only survive in war time by robbing the people's pockets, and in peace time by robbing the railroad workers, ought to be replaced by a better system.

ARTHUR BRISBANE

Letter to Bill

United States, Oct. 12, 1921

Deer Bill:

Weer makin ralerode histhry heer now Bill faster than a fresh thrane masther er thravelin ingineer kin make thrubble fr ingineers, and thats goin sum, ye no that. Th ralerodes are thryen to pull off sumpthn now that they cant do, and thare maken an awful fuss about it. But ye no its th things we cant do we make th most fuss about. Its like runnin a frate ingine heer on th Cinthral now whare thay cupple ye onto atey lodes, an more if thay hav thim,—an they alwus do—an ye get a hi bawl from th hind ind th same ez if ye wur goin to fly, an ye whissel off th same way, but ye dont do a thing but shlip an nock an pound as soon ez ye pull er out, an sumtimes ye kin shtart thim an more times ye cant. So thats th way wud th ralerodes now. Thayre thryen to shtart sumthin an thay cant. But thayre thryen hard fer thare sinden out a lotta propaganda to nock out th ate our day, and th labor boord, an time an a half fer over time, an if thay kin do that thay kin do annythin else thay like, but they wont be much left t doo sez you.

An thare hollerin "take th government outa th ralerode bizness afore its rooned. Thay mane th bizness but I think the government is in th greatest danger forr its a case av thryen to shpile a bad egg wud th ralerodes. I'll lave it to yerself, kin ye do it? Ye see thay wanta get th government outa th way fer a while now so thay kin do what thay like in theese hard times to th publik an th impleyes. If wur all rite fer th govermint to be in th game whin th railerodes wur down flat an hadda hav a finanshel hiperdermik injeckshen o'ate er tin hunderd millyen dollars, er whin thay wanta borro money on seekuritties that you er I cud be, and wud be sint up fer life fer thryen to sell thim to annybody.

Yes Bill th ralerodes arre desprit now, but they hav a lotta frinds in Washinton, an they will hav thim as long as thay kin pay th price. What thayre almen forr is indivijool barganin. Bill, its a good manny yeers sence we had that an I hope it'll be a good manny more till it'll cum agane. But even if labor wud back up now—an thares no danger o' that—it wud take ez long to take away th things labor fought forr,

Another thing before th country today is the unimplymint problem. Prisdint Hardin appinted a commishen o' 38 han picked riprisintitive men in finance and industry to luk into the situashen. But what kin thay do that Kapital dont want thim to do. Whin Kapital gets reddy to do bizness th wheels av industry,—as Riley wud say,—will hum like a buzz saw, but thare not goin to hum to anny grate extint till Kapital wants thim to hum, and that wont be till th ate hour day is nocked galley west, if Kapital kin help it. The ralerodes say what we need is th tin our day. What thay want is not implymint fer thim thats idle, but more work fer thim that hav a job, an th commishen appinted by Prisdint Hardin wont be able to tawk thim outa it, but lave that to th labor organizashens for thayll see that th tin our day is goin to be left whare it wur dacently buried wud sum other things that wint beefore it, like hand brakes, dymond stacks, stub swiches, himp packen an th like.

We gotta go ahed. Organized labor cant back up. The B. L. E. annyway wur not made to wurk in th back moshen. An Bill, if sum o' thim ralerode Prisdints have thare way thayll thry to take so much frum labor that sheel go Bolshaveeky like the Rooshans, an woe be to thim whinever she doo.

But Bolshevism is th danger line fer th Kapitalists ye no, an thayll go dang careful whin thay gets neer th line, fer thay saw th Rooshin Bolshaveeks nock-in in the heds o' dooks an princes the same as if thay wur impty beer kegs, and what was worse makin some o' thim go workin on th sickshen, an Bill thay like to shoot thim th same ez a darkey likes to shoot krap.

But wan o' th wurst things I see thees days Bill is the way sum o' th labor leeders arre paradin in th noospapers. I see thayre tellin the ralerodes and th publik an awl that thares not goin to be anny sthrike. Now maybe thats sthratagee, th sam as whin th pletcher pratinds hees goin to throw a dhrop but he sinden in an inshoot: er whin a prize fiter faints wud his left an cums akross wud his rite; er whin a poker player lays his han down an lits a seegar th same ez if he have no more inthrest in th game, whin at th same time hees layen forr ye wud four

pole horrsse till he cums to th home stretch and thin goes out an takes th heet. So may be its awl rite, but ye no sumtimes that kinda sthratagy dont wurrk. Heer th min arre spindin thousands o' dollars on a seekret sthrike vote an sum o' thare leeders are sayen thares nawthin to it, thare wont be anny sthrike. Wan on thim sez our min alwus vote sthrike. Th same ez if it wur a bad habit thay had like gettin full and thay cuddent help it. Bill, it dont seem fare fer th big lads to be sayen what th min arre going to do. In a poker game th besht way is to keep yer mouth shut an yer cards up close to yer nektie, an hav th uther lads gessin. Its th same way in the sthrike game too. Its time enuff to show yer hand whin yer called in poker an the same way in anny game.

A sthrike ye no Bill is th same ez vaksinashen fer th small pox. It dont do a dang bit a good at th time, an mite make ye ez sick ez a dog wud th mange, but its a praventative agin havin th rale thing, er havin it bad whin ye do havit, if ye ever do.

No Bill laber dont want its leeder given away whats in its han norr do it want sthrikes anny more than you er I wants th small pox, but th way to pravit low wages an long thrups an bum condishens generally, that arre sumtimes as bad as th smallpox is fer to be vaksinated now and thin, an as th dockthers say, an "offener if necessary."

JASON KELLEY.

The Boomer's Hard Luck Story

We had gathered in the "settin" room of "Old Man" Barker's railroad restaurant one evening, doing the usual amount of railroading, so much that one was liable to get sideswiped with a cut of cars any minute if he didn't watch out. Most of us had made a good run or two when the talk shifted to hard luck stories, and many and varied were the tales told. We had about all had our say, having told of sad experiences all the way up from failures to get jobs to failures to hold them, and we were just about finishing the ninth inning when the old boomer behind the stove came to bat with the following:

"Seems like you fellers been all havin' some hard luck in your days, but all railroad men do. I had mine. I been up agin it more times than you got

fingers an' toes. Had collisions an' derailments, an' one time went into an open draw bridge an' let the engine go down alone, though they think to this day I went down with her. Yes," said the old rail, as he lit up his stogie for the eighteenth time, "I sure have been up agin it lots and I did feel cheap like when I was to blame, like I often was, but the cheapest I ever felt was one time when I run a little while on the old Ohio Midland. It was this way. A boomer's credit was down to zero there in them days, so when I got my job I hadda hock my watch to get sumthin' to eat out on that line. Now runnin' an engine atthout a watch was not what it was cracked up to be, even in them days, but I got along for about ten days with the help of a bunch of keys on the end of my watch chain and a little help from the fireman and brakeman's watches without their gettin' next. Things were breakin' fairly well for me I thought till I was called one morning before daylight for a test train of stock. The first hard luck I met on my arrival at the engine was to learn that neither the fireman or brakeman had a watch, so I hiked back to th' boardin' house and took a 'Big Ben' alarm clock that the feller in the next room had, thinkin' it would be all right with him when I would get back an' explain.

"Well, anyway, I put the 'Big Ben' in the seat box an' started out, an' was gettin' by all right, but when we wur at the next to the last station on the road, who did we pick up but the superintendent an' train master, who were much interested in the trial stock shipment, so they planted themselves on the fireman's seat and watched me tryin' to make a time order to the terminal agin th' flyer.

"We had a short time, but we wur clippin' 'em off purty good, but the fire was gettin' dirty an' she commenced to lag for steam. Every once in a while they would look at their watches, an' they gotta lookin' real anxious, so I began to feel queer. I wanted to look at the face of that old 'Big Ben,' but didn't dare, finally I got desperate an' just as we wur goin' over a trestle a mile from town, when the train master an' th' 'super' were lookin' at their watches an' gettin' fidgety, too, I took the 'Big Ben' out of the box and as I leaned out of the window to see it better, in the twilight,

the darn alarm went off and startled me so that I dropped it.

"Well, to shorten a long tale, the time was up on the time order and the jig was up for me, but the loss of my job wasn't all, fer when I dropped the clock it fractured the skull of a fellow under the trestle, for which I hadda stand trial for manslaughter, and though I saved the clock and brought it back to the owner in not such bad shape, he giv' me th 'worst beatin' I ever got since I left home.

"I have had some hard streaks of luck in my day, but the hardest piece of luck I ever had was when that 'Big Ben' went off and it got on my nerves so that I can't bear to hear an alarm clock to this day."

J. K.

Questions and Answers

BY JASON KELLEY.

Question. When the pins are on upper or lower quarter and the reverse lever is placed on the center, will the valve cover the ports on that side just the same with a Walsheart valve gear as with a Baker or Stephenson?

J. H. S.

Answer. Yes.

Question. Is the superheater an economical short cut off as at full stroke?

ENGINEER.

Answer. The harder the engine is worked the higher the firebox temperature and the higher the temperature of the superheated steam. This does not mean that an engine should be worked in full stroke to get the best results from superheating, but it shows that the superheat lends most to the economy of the locomotive when the tax on it is the greatest.

Question. Is the superheater an aid to smokeless firing?

ENGINEER.

Answer. Anything that increases the capacity of the boiler relieves the tax on the firebox, thus making it unnecessary to force the fire to make enough steam and it is this forcing of the fire, even with the best firing possible that is the cause of much of the smoke that the superheater makes it possible to prevent.

Question. I notice that in some places the cylinder oil or valve oil, as it was sometimes called, is fed to the dry pipe just ahead of bell. The reason for that I was told was to permit the oil to be

completley mixed with the steam so it would be carried to all the wearing surfaces of the steam chests and cylinders. If that was a good plan why was it stopped? I see that the oil feed is direct to steam chest now and in some cases there is a feed direct to cylinder. Please explain, as the question of cylinder and valve lubrication is getting to be a rather interesting problem.

W. R. S.

Answer. The change you refer to, that of supplying the oil direct to valve chamber and even to cylinder, is due to the change from saturated to superheated steam. Saturated steam is a better carrier of oil than the lighter superheated steam, for which reason the more direct system of lubricating is favored.

Question. I have recently read that high cylinder temperature, such as is caused by superheated steam and an excessive oil feed causes carbonization. I fail to see how the feed or supply to cylinder can lend to carbonization. Please explain.

W. R. S.

Answer. It is all a matter of temperature. The volume of oil merely aggravates the case. If there was no oil in cylinders carbonization could not take place. The extremely high temperature is not due wholly to superheating, but largely to excessive piston and valve friction, the result of want of proper lubrication. Cylinder and valve lubrication must be continuous to avoid this, but there's where the whole trouble lies. It cannot be continuous unless the oil is fed continuously, which is not possible with the hydrostatic lubricator. The very principle upon which it works makes it extremely sensitive to back pressure from cylinders and as that pressure is greater than with saturated steam, and as the need for a constant oil feed to cylinder is more urgent with the use of superheated steam, we see there the very conditions which combine to make cylinder and valve lubrication difficult in the modern locomotive.

So carbonization is purely a matter of excessive cylinder temperature due to intermittent lubrication, and a large volume of unused oil the feed of which has been checked while the engine is working—especially when full throttle is used—which flows into the overheat cylinder after shutting throttle off and

supplies the fuel for the combustion which carbonizes the oil.

Question. What is the difference between a mineral oil and a compounded cylinder oil?

W. R. S.

Answer. The former is a product from crude oil. The latter is mixed with an animal oil of some kind, usually a tallow oil, or lard oil.

Question. What is the reason that grates are set to slope downward toward the front end?

Answer. The practice of sloping the grates came with the adoption of the modern type of arch. It is set sloping so as to offer least obstruction to the course of circulation through the fire-box and the grates were set at the same angle so that there would be nearly an equal space between the arch and the fire level, as best combustion is gained in this way.

Question. Is there any position of the reverse lever that will place the valve so it will cover the forward admission port with engine standing on forward center on a Walsheart gear engine? On a Stephenson gear? D. R. W.

Answer. That depends upon the setting of the valve. It could not be done on a Walsheart gear engine or on any engine having the modern outside gears with their fixed lead opening. It might be done with a Stephenson gear engine, as the valves are sometimes set blind in the full stroke position of lever. In that case the forward admission port could be closed with engine on forward center on that side by putting the lever in full stroke position, either forward or back.

Question. What is meant by the saying "mechanical lubricator?" Are not all our lubricators mechanical? Please state what type is referred to, and why it is so named, also what merit it has in your opinion.

R. R. M.

Answer. The "mechanical lubricator" is so named to distinguish it from the hydrostatic type, also because it works by mechanical motion as a pump does, while the hydrostatic lubricator is controlled by the static force of a column of condensed steam in the lubricator which forces the oil out through the feed nozzle when feed valves are opened.

The mechanical lubricator is more positive of action than the other, as it is not affected by back pressure from

cylinders or temperature changes. Another advantage is it feeds only when engine is moving, thus making it possible to regulate the feed in proportion to the work of the engine. The point, however, which appeals most to the engineer is that the feed is regulated by the roundhouse force, thus relieving the engineer of caring for cylinder lubrication. Another feature is the rare possibility of running out of oil on the road, something not uncommon with the hydrostatic type.

Question. Is the adhesion of drivers with rail the same when engine is standing or running?

W. S. T.

Answer. The drivers press with greatest force against the rail, not when engine is standing shut off, but when she is standing with throttle open and reverse lever in forward position. This is because of the power exerted by the steam in cylinder pulling or pushing downward on the main pins forcing the drivers against the rail with a pressure that is added to the drivers and the weight the drivers support. This added weight with lever in forward motion position is weight subtracted from the weight on drivers when reverse lever is in back motion position, as the power exerted in cylinders through the medium of main rods now lift a certain amount of weight of driving wheels of the rail, as much in fact as was added when lever is in forward position. This weight is taken from the engine truck when lever is in forward position and added to engine truck with lever in back up position.

There is nothing to prove that the weight on driving wheels on rail is less as the speed of engine increases.

The Stannard Draft Regulator and Spark Arrester

The patent drafting system shown in the cut here is not a merely theoretical affair, but is demonstrating in practice all that its inventor claims for it. It is now on engine 229 running on the Florence Division of the Atlantic Coast Line Railroad. This is a 20-inch cylinder passenger engine with an old style brick arch and is using a 5¼-inch cylinder exhaust nozzle tip without a bridge. This same drafting system is in the 1,090, also a 21-inch saturated passenger

engine on the Asheville Division of the Southern Railroad. This engine is using a $5\frac{1}{2}$ -inch circular tip with no arch in firebox, also in passenger engine 1361 with 22-inch cylinder and no arch running on the Columbia Division of the Southern Railway. This engine has a $6\frac{1}{4}$ -inch nozzle. On the same Division passenger engine 1,080 with 21-inch cylinder and no arch is using $3\frac{1}{2}$ -inch double nozzles and engine 612 a saturated freight engine without the arch is running a 5% nozzle without bridge.

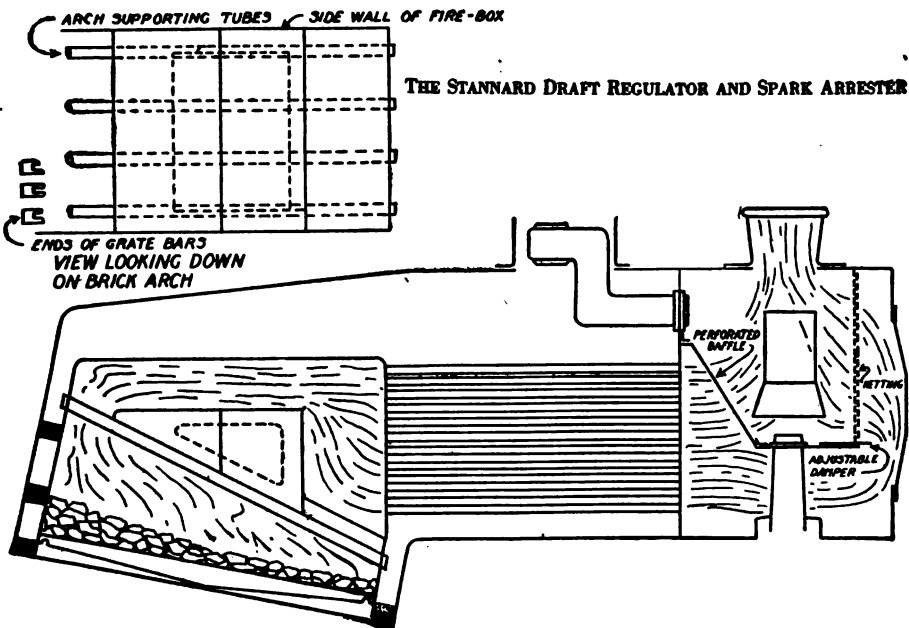
The front end, however, is but a part of our drafting system, as we also have a specially designed arch in firebox. This arch is flush against the back flue sheet, thus preventing cold air from front end of grates entering the flues and causing them to leak, besides which it distributes the heat of combustion over the heating surface of firebox so as to get best results. The draft through flues is governed partly by a baffle plate partly by an adjustable damper in the front end and partly by a draft pipe, and as the upper portion of baffle plate (diaphragm sheet) is perforated it is possible to perfectly control the circulation of heat through all the flues, the effect of which in the longer life of flues and firebox is something to be appreciated by practical locomotive men.

The benefits from this perfect control of the combustion and proper distribution of the heat produced is not all contained in the improved steaming and fuel saving qualities of the engine as there is also a great saving in the reduced number of fire claims along the line as well as an increase of power resulting from the larger nozzle that may be used. We all know that as a rule most locomotives are choked somewhat in the exhaust in order to improve their steaming qualities, and the back pressure in cylinders causes a resistance that reduces the speed and hauling power of the engine, and any attempt to relieve this fault by enlarging the nozzle in the average end usually means poor steamers, waste of fuel and unsatisfactory service in general.

I saw a report of a fuel test on the D. L. & W. Railroad in the *Railway Review* a short time ago that interested me so that I would like to put one of our front ends in one of the D. L. & W. engines to show just what real fuel saving is, and also show how well good steaming and fuel saving and the fullest development of the power of the locomotive may be gained when the drafting system is correct.

J. H. STANNARD, Patentee.

1717 Bull St., Columbia, S. C.



Don't It!

Having attended a safety first meeting and heard the usual good advice about guarding against taking chances of any kind that are likely to endanger personal safety, don't it make you tired to be called for an old mill that is long overdue in the back shop, having double flanged tires that threaten to break the frogs and split the switches, and is pounding so the head shack can hardly go to sleep, and she even threatens to drive a rod up through the cab at any moment; then, when you are near the end of the 16-hour trip, the fireman and yourself, worn and weary in mind and body, with nothing inside of you but hope and room for a few sinkers, with a clinkered fire, a few leaky flues and the remnant of a tank of slack coal, don't it make you tired to have the next trick dispatcher, just from the hay, like a fresh teamster cracking his whip over a tired team, hand you a time order that calls for a record run for twenty miles against the "Cannon Ball?"

Or say you have a hot driving box on a day when it's 90 in the shade, 110 in the sun and about 800 under the engine where you are trying to work, then when you have finished the job and crawled out between the sand pipe and the wheel, and as you try to straighten up your bent back, you remark to some gaping rube bystander, by way of seeking sympathy, that it is a pretty hot day; now, don't it make you tired to have him say, "Just right for the corn crop?"

Or, when you are giving water away to get steam to help out some fireman who thinks his whole duty lies in getting the tank of coal through her in the shortest possible time, and after you have reached the point where you are debating with yourself whether you had better shut off the gun once more before she commits suicide or kill the fireman with the soft hammer, don't it make you tired when you suggest to him that he fire a little lighter, to have him say, "Never mind, old top, I know my business?"

Or, when you are on a hurry-up time order, which proves to be so fast that you find you can't make it, and you stop

and tell the head man rather hurriedly to cut you on, to flag yourself in, don't it make you weary to have the fellow deliberately "roll one" and tell you that he is braking for the conductor?

Or, when you have just arrived late on a run and the fireman and yourself have had everything to contend against, including wind and rail and tonnage and an engine that was built for making overtime, don't it make your temper rise to the popping point to be told that the conductor, "all lit up" with a high collar, a stogie and a shine, said to the select company in the beanery on his arrival "that you were afraid to hit her hard enough to make the time, and that he had a notion to go over ahead and 'call you' several times during the trip?" Now, don't it?

Or, say you have beat your engine until you've almost burned up the ties with speed, have swept the tank clean and hung the fireman's hide on the coal gate, and your own is pretty loose, don't it nettles you somewhat to have the conductor, who hasn't lost any rest to speak of during the trip, say when you arrive on time, "Nice runnin' train, Bill?"

J. K.

Recognizing the Engineer as a Factor in Fuel Saving

Railway executives who were requested to send representatives to the convention of the International Fuel Association, held at St. Louis recently, responded liberally, the Southern Pacific Lines even sending engineers who had made exceptional fuel records.

It is not so remarkable that engineers should be sent to such a convention, but it surely is very unusual and shows that in the work of fuel saving, the engineer is coming to be regarded as the important factor he really is.

There has been plenty of theorizing and resolving on this subject. Pages and pages of rules relating to fuel saving have been printed and much time and money spent upon illustrations showing the "actual" performance of locomotives, but heretofore there has been a notable absence of the opinions of practical men, the men who actually do run the locomotives and whose testimony on matters relating to fuel saving should be, and is, more valuable than is

contained in any book, or that can be expressed by any theorist.

We will venture to say that in every case where engineers have had unusual success in fuel saving they have enjoyed the utmost freedom in the exercise of their judgment, both in handling the locomotive and in directing the work of the firemen. This is not the general practice today, nor has it been for several years, for which very good reason, in spite of the wonderful improvements in locomotives, there has been a waste of fuel that reflects no credit upon modern railroad managers under whose very eyes certain wasteful practices have developed which have made the word efficiency and economy in locomotive operation a joke.

Locomotive engineers at a fuel convention? Of course! Why not? Who knows so well where the leak holes are in the present system or lack of system on the average railroad?

The builders may boast about the mechanical perfection of the modern locomotives, about the superheater, the feed water heater and all other up-to-date accessories that go to make up the ideal machine, but after all it is but a machine, the brains of which must be the man in the cab, the engineer, without whose intelligent management, the most perfect locomotive is both wasteful and inefficient.

A Strange Breed of Engineers

A recent article in one of the railroad magazines in discussing the duties of the locomotive engineer, and the vigilance required to perform them satisfactorily, said, "He must keep one eye in the cab, one on the rail and one on the signals along the line."

That statement may seem a bit overdrawn to the reader who is not familiar with locomotive operation, but it is in fact a very conservative one, for there are times when the steam is going back, the air supply uncertain, the water disappearing and the fog too thick to read the signals until directly under them, that three eyes do not fully meet the requirements, especially when there are mail cranes to dodge, bridges and tunnels that don't clear and hot pins, or hot boxes added to the list of things that demand some attention.

Yes, a three-eyed engineer, such as the magazine article suggested, might

seem a monstrosity to some people, but the fact is if the engineer had half a dozen eyes he would sometimes need them all and more to keep his eye on the gun and make the time. J. K.

Feed-Water Heating

A short while ago, I met a young man from the west, L. R. Thompson by name, who was casting about for some advice and assistance. He had a plan in his mind upon which he asked my consideration. I was at first skeptical, but on looking carefully into his proposition which he unfolded in the most frank and reasonable manner, I became deeply interested—so much so, that I immediately placed the matter before some of my friends for their judgment. Almost unanimously, they gave expression to their approval and were as enthusiastic in endorsing the idea as I had been. Encouraged by this, Mr. Thompson decided to put all his energy toward carrying out the plans he had originally outlined and which plans I am glad to give my unqualified approval and to recommend to any brother who has an eye open to opportunity (and this is a real opportunity) and I have been one of the first to avail myself of it—to participate substantially in something that is not speculative, but is constructive and last, but not least—profitable.

Mr. Thompson spent five years of ceaseless work developing a real feed water heater for locomotives that is a proven success. That is a broad statement, but it is a clear fact that even the skeptics have admitted.

It is a front end heater that picks up part of the smoke box heat and delivers it to the feed water. It is confined entirely within the smoke box and no part of it is exposed to weather. It heats the water between the injector and the boiler and does not use a pump to give us any trouble. A long and thorough test of the heater was made on one of the large railroads in the United States and the results obtained were excellent. No particular effort was made to do else than ascertain whether the heater would stand the strain of service—to see what it would do to the draft and incidentally to determine the fuel saving and the increased efficiency. Not only did the heater fulfill all expectations, but not a tool was applied to it for any purpose during the test. It gave absolutely no

trouble to anyone. This in itself is quite remarkable. The draft was improved to such an extent that a half inch larger nozzle tip was used and even then she drafted better than without the heater and with the smaller nozzle tip.

The actual fuel saved was 14% per thousand ton miles and this will undoubtedly be greatly increased. The boiler efficiency was increased 8% which figure is also subject to a considerable possible increase. Briefly, the heater is a proven success, but before it is definitely offered to the railroads—and thus far no effort has been made in this direction—it is planned to further develop it, to bring it to a maximum of efficiency. It is therefore Mr. Thompson's plan to interest our brother members on the leading roads to the end that we may help build up a strong organization to aid in the successful development of the corporation just formed to handle the heater and possibly other appliances—a little later. The possibilities of such an organization need not be described here—they are unlimited. Wisely, the participation has been restricted, mainly to keep out any speculative interests, which might defeat the whole purpose of the organization. The capital stock is \$500,000, all the stock being common. It will be sold at par, fifty dollars (\$50.00) per share. None of this stock is being offered to other than Brotherhood men in the Motive Power Department, the purpose being to confine it entirely to us and to our kind. No one may have more than ten shares and there are only four thousand shares to be offered, many of which have already been bought by the men in and around here. That means that only about 14 men on each of the 30 leading roads may get any stock if each one took the limit, i. e., \$500, or ten shares. Many of our best men around here have bought this stock and they join me in the hope that many of you throughout the country will take immediate advantage of this opportunity before it may be too late.

You can get any information from the company by addressing it as follows: Locomotive Economizer Corp., 140 Nassau Street, New York City, or you can write to Brother James Roe, Chief Engineer of Division No. 235, B. of L. E., 703 Fischer Ave., North Bergen, N. J., or to the First National Bank of the

town of Union, N. J. Brother Roe is not only an active Brother, but he is also a successful business man and is active Vice President of the above bank. He is not only a stockholder in this corporation, but will also be a member of its Board of Directors.

Incidentally one of our Brothers being of the "show me" type, personally made a visit to the road on which the test of the heater had been made. He spent considerable time talking with the men who had charge of the test and others who were, like himself, "from Missouri" and had to be shown. His trip convinced him that the heater was all that it had been claimed to be and the reports which he obtained from the various people concerned in its test were highly satisfactory.

It is a difficult matter for me to place this matter before you without seeming to have other than a friendly interest and a desire to recommend a meritorious accomplishment, but I feel that this is an opportunity for those so inclined—as I indicated before—to participate in a really worth while undertaking, and I trust that my efforts in this behalf will be appreciated.

P. N. MURPHY, Div. 145.

P. S.—Cuts and data regarding this heater will appear in next month's issue of the JOURNAL.

Current Comment

The *New York Herald* states that the strikes on the Pennsylvania system for the half of 1921 cost the employees \$25,000,000 in wages alone.

Well, what of it? In the first place we may take the report with a large lump of salt, but anyway, assuming that the report be true, does not the railroad have to pay the bill after all? Is the employees' pay not fixed upon the basis of a living wage? and are the losses sustained by strikes not a part of the burden of expense which the living wage must be made to cover? And besides that, if the amount lost in wages through strikes were compared to the difference between the present daily wage and what it would have been had we never had any strikes, we are sure the amount said to be lost to the Pennsylvania the first six months of this year would look like thirty cents in comparison.

The Erie Railroad, to free itself from the direct control of the United States Railroad Labor Board in matters pertaining to the wages and working conditions of its shop employees, has leased its shops in Marion, Ohio, to a private company which intends to operate an "open" or non-union shop.

Now having leased the shops, why not lease control of the traffic department and the mechanical and accounting departments also, and thus make a complete confession that private operation of railroads under the present day system is a downright failure?

'Tis said that by employing new methods Henry Ford turned a non-paying railroad into a paying one. Well, the methods he employed are not new; are, in fact, very old; are even rusty from long disuse. It is merely a return to common sense and common honesty in railroad management that won success for Mr. Ford. He says himself, "I am not trying to burglarize my railroad. I am trying to operate it to render transportation service," and that sums up his case perfectly.

It is said by the press that Henry Ford's railroad policy will likely remain a novelty, as it is not likely to be generally adopted by other railroads.

We can easily believe that the Ford system will be slow of adoption by other railroads, for many of them are so bound up by red tape and some other things that, like the dope fiend, they cannot break off without serious inconvenience and maybe fatal results.

The railroads are now discovering some very undesirable features in the Transportation Act. They declared it a wonderful creation of American statesmanship when they were receiving six per cent for an inflated valuation of their investment during the guaranty period; they still continued to bear with it up to the time of the government's recent award of nearly a billion dollars for wear and tear of the roads during government control, but since they have received all the act provided for and more, and it is their turn to pay for service as the act provided, they are beginning to squeal.

The complete collapse of the Missouri & North Arkansas Railroad as a result of a strike on that road, is good

evidence to prove that the day of winning strikes by the use of scabs is a thing of the past. Further evidence of that kind will soon be available when the Atlanta, Birmingham & Atlantic Railroad gets to the end of its financial rope, which will be soon and these furnish shining examples for other roads to take heed of.

There is no denying the fact that in such cases all concerned are losers to some extent, the most serious of which is the loss suffered by the employee. No one can estimate what this loss may mean, but it is the sacrifice men choose to make sometimes to support the principle of a fair day's pay for a fair day's work. You may feel thankful that you are not called upon to make the test and you should feel as grateful to those who are as if they were a volunteer advance guard checking the advance of an enemy to protect your interests.

Such a thought should not only make you feel grateful but generous to the men of the A. B. & A. and the M. & N. A., who are now undergoing the test, and doing so in a manner creditable alike to themselves and the organizations to which they belong.

Statistics prepared by the Department of Labor reveal the fact that the retail prices of food in all the cities of the country have increased between the 15th of July and the 15th of August of this year. May we ask in the face of this, how can labor be reasonably expected to accept a wage reduction?

The *Railway Review* says the best way to meet the present reduced volume of business and the possibility of lower freight rates is to keep in service only the \$75,000 locomotives and lay up the smaller ones.

This doesn't tally with the recommendations of Henry Ford, yet in the light of recent experiences Henry has the best of the argument. He says light freight engines and lighter trains make for economy, and in view of his recent success, we are inclined to give his opinion the benefit of the doubt.

On August 15, 1921, Great Britain ended its absolute control of the railroads in the United Kingdom, but continued to exercise supervision over them.

Perhaps England's conservative meth-

od of dealing with its railroad problem was the result of the lesson afforded by the United States when it suddenly relinquished all control of the railroads in 1920. England evidently sees the need of government supervision to protect the public against excessive rates, which must only stagnate business. It would have been better if the United States government had also retained supervision over the railroads. Not only to protect the public and the business interests against excessive traffic rates, but against what may result from the threatened cutting of wages and the meddling with other conditions which have already caused so much dissatisfaction in the ranks of labor.

The Chicago *Tribune* says, "there is probably no one thing the government could do that would get us out of the doldrums sooner than to pay the railroads the seven or eight hundred millions of dollars it owes them. It may be said with equal truth that the railroads could do nothing to restore harmony among the employees and secure their co-operation that would be so effective as to quit demanding of the wage board that the wages be reduced."

Robert W. Woolly, a member of the interstate commerce commission, stated recently before an audience of business men that six months of private ownership of the railroads cost the taxpayers more than two-thirds as much as the two years and two months of federal control.

Coming from such a reliable source, there is food for thought in the statement of Mr. Woolly. It should silence all claims of the railroads as to the greater economy and efficiency of private operation, but it won't. They are still claiming everything under the sun, in face of the fact that with the highest traffic rates in history they say unless drastic wage reductions of the employees are made they will drift upon the rocks of insolvency.

The private owners are asking for a return to normalcy. Just what they mean by that is not clear, but we suppose it means 1914 wages and all they can hold or get in the way of traffic rates. The fact that the cost of living still holds up close to the war rates does not enter into their calculations.

Capital says that is the fault of the retailer, but since the retailer and the wholesaler feed on the same swill, if not out of the same trough, the Brotherhoods have concluded, as a choice between two evils, to bear the prices which they cannot control, but prevent wage reduction which they are confident of being able to do.

The Railroad Labor Board's recent decision that the Pennsylvania Railroad's election of representatives of employees to deal with the company was not based upon the fifteen of the sixteen principles laid down by the board for the guidance of the railroads in adjusting their differences with their employees, as claimed by the railroad.

That principle provided for representation by organization as well as by individuals, yet there was no space allotted on the ballot where employees could vote for representation by an organization.

The fellow that operates a shell game will try to cheat you without you knowing it; the railroad don't go to any such pains, it just cheats the employee "right before his face," as the saying is.

Train Rules—Standard Code

BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

A train dispatcher on a large system has asked me to explain several points in connection with train orders and as these questions come from a practical railroad man I am sure they will be of benefit to the readers of this department.

An order which has already looked improper to him is a form G order for creating an extra train to run from one point and return to another, when the point to which the extra is to return to is beyond the starting point of the extra. For example, "Engine 456 run extra B to C and return to A."

The reason that the example looks improper to the dispatcher is that the example given in the book of rules reads, "Engine 99 run extra A to F and return

to C." He takes this example as establishing the principle that the extra is not to return beyond the starting point. But such is not the case. The example is given to show the wording of the order and not to limit the point to which the extra may return. If the positions of the stations was indicated by the examples the movement of trains would be greatly handicapped without such practice imparting a single thing to safety.

The road on which this dispatcher works, let us call it the H. O. G. railroad because that is not its name, has a rule stating that a "19" order must not be used to restrict the superiority of a train. Under this rule the following order was issued. Order No. 25 was placed for No. 322 and engine 527 on a "31" order blank and the same order was placed for No. 353 on a "19" order blank. Order No. 25, "Engine 527 run extra A to H has right over No. 353 No. 322 hold main track meet No. 353 at C instead of D."

The dispatcher issuing this order thought that No. 353 should be given a "19" order because it could not move out of D against No. 322 without the order. The fact is that the superiority of No. 353 was restricted by the order which made the extra superior and it should have been given to No. 353 on a "31" order blank. Under the rule any order that restricts a train must be on a "31" order blank regardless of the fact that the order also assists the train against some superior train. That is, the order both restricts and extends the superiority of the train, but extending the superiority does not set aside the restriction.

The following order also is under discussion: "Engine No. 456 run extra A to H wait at B until 8 A. M. and meet extra 455 west at D." When a running order is issued a "19" order blank may be used unless the running order contains a meeting point or a waiting point; if it does then it must be given on a "31" order blank. The rule makes no exceptions and the dispatcher should not. When any part of an order restricts the superiority of a train the order must be given as a "31" order.

BUCHER FALLS, Vt., Oct. 5, 1921.

No. 154 is a first class train which runs from A to G, and it is superior by direction to No. 155, a train of the same

class which runs from G to A. The time table meeting point for these two trains is at D.

A few days ago No. 155 was running in two sections and the engine on First 155 became disabled at E, which is a blind siding. The train stood between the switches so that it could be passed. Second 155 overtook the First 155 at E. Second 155 held an order to meet No. 154 at D. What action could Second 155 take in a case of this kind?

A MEMBER, Lodge 82.

Answer. In answering a question of this kind it is first essential to give the exact standing of the trains under the rules. It is evident from the question that it was thought that the case would come under the second paragraph of Rule 94, but it does not, because if Second 155 passes First 155 it must observe Rule 85, which states that a section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. If this rule is obeyed and it surely must be obeyed, the second section must become First 155 and exchange orders which will leave it without orders against No. 154. The first paragraph of Rule 94 is also involved in this case. It states that a train which overtakes another train so disabled that it cannot proceed will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next available point of communication and there report to the train dispatcher. From this it is apparent that the case does not come under the second paragraph of Rule 94 at all, as that paragraph was not intended to deal with a disabled train. The first paragraph of the rule states that the disabled train will be passed if practicable. In this case it is practicable, but Rule 95 is in effect and must be obeyed, so that to pass the first section means that numbers and orders must be exchanged which will leave the first section, which was formerly the second section, without orders to move against No. 154. Therefore under the rules no movement can be made. That is, this is a case which the rules do not provide for and the crews must work such cases out as best they can.

The action that suggests itself in this particular case is this: No. 154 has a meeting point at D with Second 155

and it knows that First 155 cannot make D on its time table authority, but it is also aware that if Second 155 overtakes the first at E the second paragraph of Rule 94 will be in effect and the first section may precede the second section to D. It follows that No. 154 is tied up both by Rule 94 and by the meeting order, neither one of which it can disobey. No. 154 has no way of knowing that the first section is disabled and that this puts both sections under the operation of the first paragraph of Rule 94. On the other hand First 155 is aware that No. 154 is tied up and it is safe for First 155 to proceed to D and meet No. 154. If the original First 155 is totally disabled the conductor of that train, which is now the second section, should take his orders and go to D on the first section and have the meeting point with Second 155 at D annulled, after which he could return to his train on No. 154 and wait for another engine, or do whatever the dispatcher may instruct him to do. It is impossible in a book of rules to cover each and every case that could arise in operation and for this reason it becomes necessary at times for a crew to take the initiative, using due caution.

Just the action which should be taken must depend on conditions, as no two cases are exactly alike. Take the case under consideration, there are several ways to work it out. If the original first section was in condition to be pushed and the second section was able to push it, and the distance was not too great, nor the grade crossings too numerous, it might have been a good plan for the Second 155 to push the First 155 to D, without exchanging orders and signals. But in all such cases safety must be the first consideration. Accidents are much harder to explain than delays.

DETROIT, Mich., Oct. 3, 1921.

Much difference of opinion exists about the meaning of certain parts of Rule 4 and we would like your understanding. We are using the standard rule.

(1). Assuming that the new time table takes effect on the 6th at 12:01 A. M. and on it is a new schedule which is due to leave its initial station at 12:01 A. M. Can this train be run on the day the new time table takes effect?

(2). No. 45 is scheduled to leave its

initial station at 10:00 P. M. on the old time table. A new time table is put into effect at 12:01 A. M. on the 6th. On the new time table No. 45 is scheduled to leave its initial station at 12:30 A. M. The schedules correspond as to class, direction and initial and terminal stations and number.

Can No. 45 run out of its initial station at 12:30 A. M. on the 6th?

If No. 45 cannot leave its initial station at 12:30 A. M. on the 6th, please state exactly why it cannot. Trains are both scheduled daily except Sunday, the 6th is Wednesday.

What changes the day of leaving?

INTERESTED.

Answer. The new time table supersedes the old time table at the moment it takes effect and the new time table takes effect at 12:01 A. M. It follows that at 12:01 the new time table is in effect and it is competent to authorize the new schedule at 12:01 A. M. The new train can run on the 6th.

(2). No. 45 of the old time table loses both right and schedule at 12:01 A. M. when the new time table takes effect.

No. 45 of the new time table can run.

Day of leaving refers to the date on which the schedule on which a train is moving, or about to move, is due to leave its initial station. Schedules are said not to correspond as to day of leaving when the schedules involved were not due to leave their initial station on the same day. In this case the only schedule which No. 45 could assume would be one that was due to leave its initial station on the 5th and the schedule of the new time table which would have given the date of the 5th, would be the schedule due to leave its initial station at 12:30 A. M. on the 5th (the day before the new time table took effect) and this could not be assumed because it would be more than twelve hours overdue and therefore dead.

Many fail to understand this point of day of leaving because of the fact that the schedules which are assumed by a train of the old time table are schedules which were due to leave their initial station before the time the new time table took effect. The first thought is that the new time table could not put such a schedule into effect because it (the time table) was not in effect itself at that time. In this they are partially right, but fail to grasp the main fact that the new time table does not put

such schedule into effect until after the new time table takes effect and then only for the movement of a train of the old time table from the point where it may be at the time of change to its terminal station.

In short Rule 4 attempts to provide continuous movement for a train which is authorized by the old time table from its initial station to its terminal station by using the old schedule until the new time table takes effect and then by using the new schedule when it corresponds as required. That is, both schedules are in effect but only for the continuous movement of one train (or sections).

A Story of Wilkes Booth

Lincoln's birthday anniversary recalled many stories concerning him. It revived the old romance that John Wilkes Booth did not meet death at the hands of Boston Corbett, but survived several years.

It is interesting to note that if alive today John Wilkes Booth would be 81. He was 26 when he fired the fatal shot. Edwin Booth would be 87. He died in 1893.

A veteran Chicago man, while on a business visit in Cleveland recently, recalled a singular experience he had with the fiery young John Wilkes.

The Chicagoan was serving on the Chicago Tribune under Editor Joseph Medill, who began his newspaper career in Cleveland, acting as a handy man—he was only a youngster—and taking orders direct from the boss.

Early one evening, late in 1864, Manager McVickar of McVickar's famous theater came to the Tribune office in a great flurry and explained to his old friend Medill that John Wilkes Booth, who was to appear in a special performance of Richard III, couldn't be found.

Medill volunteered to help in the search. So he called to the handy man to come with him, and they started out. It didn't take long to find the missing actor. A crowd in a side street drew their attention—and there was John Wilkes posing on a dry goods box, a musketeer hat on his head, a stage highwayman pistol in each hand, gallantly defending the near-by shop, and in a choice melange of Shakespeare and

inebriety defying the mob to set foot beyond the curb.

Happily he yielded to Medill's coaxing and got back to the theater just in time to get into his costume and make his entrance.

"He never played Richard better," says the oldtimer, "and his fire and fury almost scared Richmond out of the profession."

He "Helped" the Wrong Way

A green brakeman was making his first trip up the Sierras. The train was going up a very steep grade, and with unusual difficulty the engineer succeeded in reaching the top. At the station, looking out of his cab, the engineer said with a sigh of relief:

"I tell you what, my lad, we had a hard job to get up there, didn't we?"

"We certainly did," said the brakeman, and if I hadn't put on the brakes, we'd have slipped back."—CARL A. FANTON.

Napoleon and Scott Somewhat in Error

"There is a madman proposing to light London with—what do you suppose?—why, with smoke!"

That's what Sir Walter Scott wrote to a friend when it was first planned to light London with gas. Napoleon said it was "a great folly."

One hundred years ago people were afraid of gas and thought it to be the work of the devil. Later when Westminster Bridge was lighted with gas, people thought the pipes were filled with fire and watched the spectacle dumbfounded. When a lighting system was installed in the House of Commons the members of Parliament, fearful of being burned, would not touch the pipes with ungloved hands.

But that was a hundred years ago.

Today there are 1,200 uses for gas, and it taxes sixty thousand miles of street mains to deliver the gas of the country to its consumers. Forty-five million people in homes, and factories are now served with gas.

"You must have been walking carelessly," said the lady whose car had run down a man. "I'm very careful. I've been driving seven years." "Lady, that's nothing, I've been walking for fifty-four years."—*Erie Dispatch*.



WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editor not later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editor reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to Mrs. ELIZABETH HIENNEWALD, 3801 Fairmount Ave., West Philadelphia, Pa.

And matter for the Grand President to Mrs. M. E. CASSELL, 1497 Alameda Ave., Cleveland, Ohio.

For the Grand Secretary, Mrs. ELLA D. TURNER, 5339 Maple Ave., St. Louis, Mo.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 7645 Sheridan Road, Chicago, Ill.

Thanksgiving in the Olden Time

A life more happy seemed to fill
The homestead 'neath the sheltering hill;
A gentle stir, like winds at play,
That kept in mind Thanksgiving Day.

Upon the roof-tree, sloping down,
Of late had come a glistening crown
Of snow, and drooped beneath the eaves
The woodbine's red and withered leaves.

As thus the homestead peaceful stood
Amidst the winter quietude,
Inside the housewife plied her art
With busy hand and anxious heart.

For three whole days a conflict dire
Is waged 'twixt eatables and fire;
Still does the crane not cease to groan,
And still the oven holds its own.

Now, conscious of her skill and might,
The house-dame, with her skirts drawn
tight

And cap askew, with flying strings,
The closet fills with fragrant things.

The children peep with eyes aglow
To see her place the pies in row,
And steal to get the smack and sniff
Of steaming conserves just a whiff.

The day has come! The clear, cool morn
Now hears the lumbering stage-coach
horn

That, 'mid the echoes of the hills,
The homestead with a tremor fills.

First at the door, the grandsire gray
Puts forth his staff his steps to stay;
The toddler, prattling at his knee,
Thrusts forth her head the coach to see.

The stalwart son that bides at home
Into the doorway, too, has come;
His wife and baby now appear;
Hark! 'tis the sound of wheels they hear.

The feast at last. The grace is said,
And up bobs every eager head;
And bright eyes, like some greedy power,
Go seeking what they may devour.

The turkey at the feast is lost;
The chickens get their drumsticks
crossed;
And empty plates, just filled with pies,
The good wife marks with smiling eyes.

Each finds his limit reached at last;
The apples come; the nuts are passed;
The corn, fresh popped, waits on a stand;
And jokes fly round on every hand.

So goes the day till evening comes;
And on the hob the kettle hums;
The roasting apple puffs its cheek;
The children play at hide-and-seek.

Perhaps this day in years to come
May find them wanderers far from home,
And with joy-haunting memories cheer
The shadows of that changeful year.

FRANK H. SWETT.

A Happy Thanksgiving

While Thanksgiving day is purely an
American holiday set apart for our peo-
ple to return thanks for the blessings
manifest the breadth of our dear land,
for the return of peace, for the full
storehouses, the great harvests, and the

general prosperity that reigns. It has been a custom from the time of Abel to render thanks for special blessings so that it is the natural trend of mind and heart to acknowledge the guidance of a Divine power, to give thanks wholeheartedly to Him who so unstintedly pours into our lives, love and goodness without measure. It would be well to look on this day as an "auditing day"—check up our many blessings and learn if we have balanced it at all, by our deeds of mercy, acts of kindness to those less fortunate in life than ourselves.

I firmly believe we would double our gladness with our thanksgiving, if we but remembered that the unexpected blessing was God's loving surprise to us. Would we be utterly dismayed and cast down by care and sorrow if we could but realize that He who permitted it to come to us will surely give us strength to bear it? Sorrow has been the lot of many of our members, trouble and care, and I wonder if comfort has come to their hearts and homes? I turn the page and behold how He has blessed us and led us along a strange way into paths of pleasantness. How much, as an order, we have cause to be especially thankful for. Opportunity has been ours and we have been wonderfully blessed with the means to relieve the distressed, to make smooth the days that remain to our aged sisters, and to care for the little ones early learning to walk a rugged road—making plain to the widow the promise that He will be a father to the fatherless and a husband to the widow, and to bring comfort to those who are called to walk alone.

So Thanksgiving day while it brings a heartache because of the vacant places and the old homes that are no more, it brings us to the place where we can say "Praise God from whom all blessings flow," because

True worth is in being, not seeming,
In doing each day that goes by,
Some little of good, not in dreaming
Of great things to do by and by.
VERITAS.

G. President's Canadian Visit

It is some time since Saskatchewan Div. No. 365, Moose Jaw, Canada, has been heard from through the columns of the JOURNAL.

But we are not dead, neither have we been sleeping. Div. 365 Moose Jaw has been steadily forging ahead. New mem-

bers are being added to our number till now with a membership of sixty-five and more to follow, we feel very much *alive*.

We have had a great many pleasant social functions in our Division during the past year, but the best time of all was when on September 14th we met together to welcome our Grand President Sister Cassell. It is almost impossible to try to describe the pleasure we experienced and the inspiration we gained from her visit to us. Only two or three of our members had ever met Sister Cassell, and naturally we wondered just what she would be like. We were not disappointed, she was even all we had anticipated, and *more*. Her visit to us will be one of the brightest memories of our Division.

A special meeting was called in the Lodge room in the afternoon, with about forty members present, and Sister Botterell presiding. The ritualistic work was exemplified. Sister Cassell gave a splendid "Talk for the Good of the Order" touching on many points helpful to the sisters. During the afternoon greetings were exchanged with Lady Smith Lodge of the L. A. to B. of R. L., accompanied by a beautiful bouquet of asters and sweet peas for the Grand President.

At 3:30 o'clock our officers and Grand President were invited by the officers of Lady Smith Lodge Auxiliary, to their Lodge room to meet their Grand President, Mrs. Clara E. Bradley, who was paying them a visit at this time.

At 6:30 a banquet was held in one of the local hotels, which from start to finish was an unqualified success. The banquet table was beautifully arranged with smilax, roses and carnations. A musical program in charge of Sister Humble, was opened with singing "O! Canada." Out of compliment to Sister Cassell the members all joined in giving the "Star-Spangled Banner."

Sister Gregg on behalf of Div. 365 greeted our Grand President with cordial words of welcome. Sister Cassell in replying, spoke of the splendid reception she had received from the Divisions in Canada.

She then in a very forceful manner addressed the gathering, explaining much regarding the working of the Grand Lodge. Her address was delightful as well as instructive. That she held the interest of her listeners throughout was proved by the applause

which followed. A pleasant feature of the evening was the presentation of a beautiful silver vase to Sister Cassell. The vase was engraved with, Division 365 Moose Jaw, Canada. Sister Grierson made the presentation in her usual gracious manner.

Sister Botterell on behalf of all then expressed the extreme pleasure of having our Grand President with us. We trust she may be spared to visit us soon again.

I am sure the co-operation between Div. 365 Moose Jaw and the Grand Lodge will be the heartier because of her visit to us. The banquet was brought to a close with singing of "Auld Lang Syne" and "God Save the King," and with many expressions of good wishes, we bade good-bye to our Grand President.

ANNIE BEDFORD,
Secy. Div. No. 365
Moose Jaw, Canada.

Pensions for Widows

Dear Sisters,

I presume that all, or nearly all of you have read in the JOURNAL for October the article signed by the President and General Secretary Treasurer of the B. of L. E. Pension Association, making it possible to pay pensions to future widows of members of the Pension Association.

If you have not read the article, hunt up the JOURNAL and read it. It will appeal readily to wives of members of the Pension Association who are past the meridian of life, and who realize that, in many, many cases, a woman with a fixed monthly income would be better provided for than if she were given a lump sum at her husband's death.

It should also appeal to women of any age, if they will just think it over seriously. It is true that \$25 is a small sum when everything is considered, but if the G. I. A. get busy and help make a success of this feature of the Pension—show a real appreciation and desire for it—there is no doubt that, if we want to have the amount increased, it would be done at a future convention.

If you note the plan carefully you will see that there are no strings tied to it, it, apparently, being a very simple plan to protect one another.

The requirement making it obligatory to secure the 10,000 applications no

doubt is a wise one, for in that way only can we demonstrate to the members of the Pension Association whether we appreciate the opportunity for securing a pension for our future widows or not. If we don't want it, all we have to do is to not make application, and if we do want it, get busy, explain it to our members and get their applications. You will notice that the time limit in which to secure this protection for ourselves is quite short, but with the vim that the G. I. A. is noted for, it can be accomplished and with time to spare.

Let us talk this matter over in our meetings, get application blanks from the Division Pension Secretary, see to it that every wife of a member of the Pension Association fills out an application and return a solid membership back to him to be enrolled as members.

And don't let us stop here. There are a great many members of the G. I. A. whose husbands are under 50 years of age and are not members of the Pension Association, and, if they are over 40, they too, should receive our attention, as I am informed that after December 31st they can not join the Pension Association on account of age limit. And this, of course, automatically bars his wife and we don't want any wives barred if it can be avoided. So let us show the men folks that we appreciate the opportunity extended to us to receive the benefits of a Widow's Pension by helping to enroll the necessary 10,000 applications.

Fraternally,
AUNT SARAH.

A Thought

Parents, are we giving the time and attention to our children that we should? Oh yes, I know we see that they are properly clothed—at least clothed in the latest fashion—served with plentiful food—sent to school and all that, but is this our whole duty? After the evening meal father takes up the paper, mother a new novel or perhaps the family mending, the son and daughter each announce "I am going out for a while," and off they go, but where do they go? Perhaps that girl is roaming around with some one with whom you would not trust a ten cent piece. Isn't your girl worth more than that to you?

And the boy perhaps is in the com-

pany of those who are nothing more than emissaries of Satan. And what are we doing to safeguard those children? Sitting there at home enjoying ourselves alone instead of having those children with us, or our being out with them. We can find no company more entertaining than our children if we just think so and it is our duty to make ourselves worthy of their love and respect and they will enjoy our company as much as we do theirs

Railroad men are often prone to say "Well, I'm away so much that when I get home I am tired and want to stay there. Kate will raise the children all right." Now this is all true enough and we have no doubt "Kate" will do her part and if she is left alone God will give her strength for the dual role, but railroad men's children are not different from other children. It is first impressions that assist in the future building of their characters.

The mind and heart of a little child are like a highly sensitive photographic plate and she is a wise mother who from the very beginning calculates what it shall register.

"INTERESTED IN CHILD WELFARE."

To My Sisters of the G. I. A.

How de-do Everybody.

My! but I did have some time to get by the Editress, but I'm here, and out of breath, too, making the run. I'm sure glad to be able to talk to you all, because I've got something on my heart that I want to share with every one of you, and I believe you can and will help me make my plan a success. You know, I've gone to headquarters first, and our beloved Grand President, Sister Cassell, said "go ahead," gave me her blessing and said that if I could get on the right side of the Editress she would back me up. Well, it was with fear and trembling that I approached this office and gained an audience. You see, I never got so closely in touch with a real Editress before, and I want you to know I felt pretty chesty, although to tell the truth I was scared to death. I thought sure I was going to have a hard job when I looked into her eyes and read the warning, "Be Brief," but

I looked a little closer and I saw the laughing lines about her mouth and I took heart and sailed in; now, I'm going to give you sisters a pointer: If you

want to get on the right side of the Editress, just commence on "doing something for the wee bairnies" and she just simply gives you the keys to her heart, home and office; so we chatted at length and I felt as if I was getting along famously and here I am to talk to you, and I'll get down to business right away.

I greatly desire to compile a G. I. A. cook book, every recipe therein to be from a sister, a tried, tested and well-recommended recipe with her name and address appended. Name to be published with recipe. All kinds of recipes would be gladly received. You all have splendid recipes and are dandy cooks, for it's been my good fortune to have eaten the results and I know just what kind of buckets John and Will take out on the road and, too, it would be a splendid help for you some day to be engineeresses.

Now, don't you all think that it would make you feel "some punkins" to turn over the leaves of the cook book and see Special Cookie Recipe—Mrs. Mary Jones, Skylark Ave., State of Good Cooking"?

The dear Editress will take care of all recipes, same to be sent to her office, and some day, from the results, we hope to help, very materially, the Fund to take care of the wee bairns who in the future may need to be assisted over the rough places in life to reach the goal where "daddie" had hoped to be the one to place them.

Lovingly,

AUNT DEE.

Notices

The Georgia and Florida State Union meetings will be held in Savannah, Ga., in Knights of Pythias Hall, corner of York and Barnard streets, Nov. 10th and 11th, under the auspices of Olive Branch Division 265. Meeting called for 10 A. M. sharp.

The following hotel rates have been secured:

Rooms, \$1.50 per day.

Rooms, \$2.00, connecting bath.

Rooms, \$2.50, private bath.

Savannah Hotel will entertain at the above rates, assuring guests of every courtesy. As this is our first State meeting, we are desirous of a large attendance and all G. I. A. members are invited to assist in making it a meet-

ing "worth while." G. V. President, Sister E. Hienerwald, and G. C. Sister M. Crittenden will be with us. Further information may be obtained by communicating with

MRS. W. H. LANSDALL,
72 Hill Street,
Atlanta, Ga.

or

MRS. G. H. ROGERS,
606 Montgomery Ave.,
Savannah, Ga.

The Third Oklahoma State meeting will be held in Sapulpa, Okla., Tuesday, Nov. 8th, in Masonic Hall, corner Lee and Main Sts. Meeting called to order at 10 o'clock. Our Grand Secretary Sr. Turner will be with us. We extend a cordial invitation to all G. I. A. members in the State.

MRS. L. T. RAYNOR,
State Secretary.

MRS. E. L. GARDNER,
State President.

A School of Instruction will be held in Heralds of Liberty Hall, 4010 Chestnut St., West Philadelphia, under the auspices of Philadelphia Division 332, on Friday, November 18th. Meeting called at 10:30 A. M. sharp. Our Grand President Sister M. E. Cassell and Grand Vice President Sister E. Hienerwald will be with us. All G. I. A. Sisters cordially invited.

MRS. E. AUSTIN,
Secretary.

MRS. M. A. MAHONEY,
President.

Owing to a strenuous year of hard work, Cuyahoga Division 546 has decided to postpone the Ohio State meeting until an early date in 1922.

HELEN SCHUMAN,
Secretary Div. 546,
Cleveland, Ohio.

On September 23d, Kansas City Parlor Order of Past Presidents was organized by Sister M. E. Fitzpatrick at her home with twenty-two charter members and much good is expected to come out of this Parlor, both to the members and to the G. I. A. Light refreshments were served and a very pleasant afternoon enjoyed.

ONE OF THE P. P.

On Saturday evening, September 24th, Brother and Sister Hendrickson of Divisions 868 and 386, respectively, celebrated the 20th anniversary of their marriage at Democratic Hall, Brooklyn, New York.

Two hundred guests, members of the above divisions, were present to congratulate them and to bid them God speed on the next lap in their matrimonial journey.

Brother and Sister Hendrickson were the recipients of many beautiful and useful gifts. A splendid supper was served at 12 o'clock, after which dancing was indulged in to the wee hours of the morning.

A MEMBER

DIVISION NEWS

September 28th, Division 573 held its first social in Sweeny's Hall. There was quite a large attendance. After the dance, refreshments were served and a very pleasant evening was enjoyed, the husbands relating thrilling tales of adventure experienced on frosty rails with poor engines and bad train lines, and while they were exchanging stories the sisters were arranging for another social and general good time for next month, if nothing intervenes.

While we are few in number, we are getting along encouragingly and we think with pride and gratitude of the founder of our Order, the long line of Sisters whose labors have made possible the enjoyment of privileges of the G. I. A., and our loyal support is assured to those who have come after, earnestly desiring to play our part in the perpetuation of the grandest of organizations.

A MEMBER OF DIV. 573.

On October 5th, the auctioning of packages marked the height of the fun on that evening at the Carnival and Package Party given by Division 386 at Prospect Hall, Brooklyn, New York.

The auctioneers were Mrs. McBride, the popular Secretary of 368, and Mr. F. Trauerts, son of the President. Mrs. McGatty, mother of Chief Donnelly of Division 868, and Brother Orr of G. O., were among those present. Mrs. C. Lichenstein served at the refreshment table.

The arrangement committee is to be complimented on the thoroughly good time enjoyed by the guests. The proceeds of this party is to be divided between the different funds of the G. I. A.
A MEMBER.

Thursday, September 22d, will long be remembered by the members of Blue Mountain Division 137 of Harrisburg. We accepted with alacrity an invitation to spend the afternoon and evening at the home of Sister L. Troup.

A chicken dinner was served to fifteen guests, after which the members went on a hike. On their return a delightful evening was spent in singing and old-fashioned dancing. At a late hour we departed for home wishing our hostess many future years of happiness.

Mrs. W.

The Sisters

By LOUISE AYRES GARNETT.

The Martha-in-me filled her days
With tasks devoid of joy and praise;
She polished well the furniture;
She made the locks and bolts secure;
She trimmed the lamps with barren ease;
She rubbed the ivory of the keys;
She made the windows shine and glow;
She washed the linen fair as snow.

The Mary-in-me did not stay
At home, as Martha did, each day;
She held aloof like some wild bird
Whose music is but seldom heard.
My Martha felt a little shy
Of Mary as she passed her by,
And one day hid the cloth and broom
With which she garnishes my room.
When Mary saw, she paused and pressed
A hand of Martha to her breast,
And whispered, "We must learn to do
Our labors side by side, we two."

So have the sisters found delight
In doing the fireside tasks aright;
Together they have come to see
The meaning in mahogany,
Which now they rub that there may pass
A pageant in its looking-glass;
They shine the windows that the bloom
Of earth be brought within my room;
The lamps are gladly filled and trimmed,
And virgin wisdom goes undimmed;
They polish the piano keys
In readiness for harmonies;
In bolting doors they've learned as well
To throw them wide for heaven and hell,
To all who will may enter there
To be the guests of grace and prayer.

Mary and Martha in sisterhood
Dwell in me as sisters should;
They fashion a garment and kiss its hem,
And my house is in order because of them.

John Barleycorn's Patriotism

Patriotism is the finest thing in the world and we can't have too much of it. But the other day the *Observer* heard of an instance when this laudable

quality got mixed with too much John Barleycorn, and a distressing condition resulted.

In a certain town in Indiana, some visiting national figures, so the story goes, were being entertained at a patriotic dinner one evening, attended by all the big party men of the city. The dinner waxed quite hilarious toward the end of the evening, due to the fact that the hosts had provided too much of the ingredient of "the cup that cheers while it inebriates."

As a result unmistakable sounds of strife came from the home of one of the representative citizens about midnight that night. He was one of the town's most respected attorneys, known as a kind and gentle husband and father, and yet the neighbors heard sounds coming from his home which gave evidence that he had changed his ways.

And the next day the story got out that he had come home with "too much aboard" and had awakened his wife and children and administered a beating to all of them when they refused to stand while he sang "The Star Spangled Banner."

One Hundred Years Ago

(From the Franklin Gazette of Oct. 13, 1821.)

Philadelphia, Lancaster and
Pittsburg.

Mail Stage Office

Is removed to No. 41 North Third street, next door to the Harp and Eagle Tavern, kept by Wm. Elliott, where excellent accommodations are furnished to travellers.

Seats are taken at this office for the following routes:

The Mail Stage (Good Intent) leaves the office every day for the City of Pittsburg, via. Lancaster, Harrisburg, Carlisle, Chambersburg, &c. Each trip made in 4½ days. Also—

Three times a week for Hagerstown or Chambersburg, via Lancaster, Columbia, York and Gettysburg, the trip performed in two days to either of the two first mentioned towns. From Hagerstown passengers can proceed on the National Road to Wheeling, and from Chambersburg to Pittsburg. Days of starting—Mondays, Wednesdays and Fridays. On the above days seats can also be had for Baltimore over a turn-pike road and excellent bridge over the

Susquehanna at Columbia. Seats also via Harrisburg to Huntington, Bellefonte or Sunbury.

JOHN TOMLINSON & CO.

N. B.—From the city of Pittsburg passengers can proceed by stages to Wheeling (Va.) or Erie (Pa.).

Musings of a Modern Maid

No matter how high a man's literary tastes, somehow his sense of humor never seems to rise above the comic supplements and the smoking-car jokes.

Wax moulds are being made of departed spirits, in Paris. But, many a woman knows that if her "dear departed" husband has gotten his just deserts, a wax mould would melt right off him.

Tears are a woman's weapon, but there is an art in using them. The woman who bawls can get anything—except a man's love; the woman who whimpers can get nothing—except his aversion; but the woman who knows how to blink back the tears with that "smiling-martyr" air, can get everything that her heart desires!

The only way for a woman to be perfectly happy with any man is to let him suspect that she could be passably happy without him.

When a man boasts in public of his utter indifference to all women, look around for the particular woman who has him "lashed to the mast" in secret.

A man can tell you the number of miles between the earth and the sun, the number of his car, of his club locker, of his telephone and of his bank book; but no normal man ever could tell a shopping-fagged wife the exact size of his socks, his gloves, or his pajamas.

Inventions by Accident

Accident rather than necessity seems most often to be the mother of invention.

The X-ray is one of the most remarkable of modern discoveries; yet mere chance revealed it to Roentgen while he was working with a Crookes tube.

How should we get along without pneumatic tires? That wonderful idea sprang from nothing more remarkable

than a piece of garden hose which a man in England tied around the wheel of his wheelbarrow.

A Frenchman named Montgolfier, airing one of his wife's frocks, noticed that it tended to rise when inflated with warm air. When his wife came home she found him sending up paper balloons—the first balloons ever made.

A careless workman in a paper mill forgot to add "size" to a batch of pulp and the paper made from it had to be thrown away. Somebody used a scrap of it to write on, and discovered its absorbent quality. Hence our blotting paper.

In 1825, the wife of a blacksmith at Troy, N. Y., washing her husband's shirts, was annoyed to observe the collars got dirty before the garments were much soiled otherwise. She made separate collars, the first ever known, and sold them to her neighbors. A few years later several collar factories in Troy were doing a profitable business, and today that city is the collar-making center of the United States.

George Westinghouse accidentally picked up on a train a magazine which contained a description of a compressed-air drill used in boring the Mont Cenis tunnel. It gave him the idea for his pneumatic brake, which revolutionized railroading.

A glass cutter at Nuremberg dropped some aquafortis on his spectacles. Very provoking, for it spoiled them. But the accident gave rise to the art of etching on glass.

A railway switchman in England, in 1846, had two station signals, some distance apart, to mind. He fastened the two levers together with a long wire, using a broken iron chair for a counterweight, and ran the wire on into his hut, where he sat nightly by the stove comfortably working the signals without setting foot outside. The management of the road learned of the trick, reprimanded him for his laziness, promoted and rewarded him for his ingenuity and adopted his invention.—*Philadelphia Inquirer*.

"New occasions teach new duties."

JAMES RUSSELL LOWELL

Enjoy the present hour, be mindful of the past and neither fear nor wish the approach of the last.

Mistakes

When a plumber makes a mistake, he charges twice for it.

When a lawyer makes a mistake, it is just what he wanted, because he has a chance to try the case all over again.

When a carpenter makes a mistake, it's just what he expected.

When a doctor makes a mistake he buries it.

When a judge makes a mistake it becomes the law of the land.

When a preacher makes a mistake, nobody knows the difference.

When an electrician makes a mistake, he blames it on an induction, and nobody knows what it means.

But when an Editor makes a mistake—Good night!

Oh, say, can you sing from the start to the end.

What so proudly you stand for when the orchestras play it.

When the whole congregation, in voices that blend,

Strike up the grand tune and then torture and slay it.

How vallant they shout when they're first starting out;

But "the dawn's early light" finds them floundering about.

'Tis the "Star-Spangled Banner" they're trying to sing,

But they don't know the words to the precious brave thing.

Hark, "the twilight's last gleaming" has some of them stopped,

But the vallant survivors press forward serenely

To "the ramparts we watched," when some others are dropped,

And the loss of the leaders is manifest keenly.

Then "the rocket's red glare" gives the bravest a scare,

And there's few to face the "bombs bursting in air;"

'Tis a thin line of heroes that manage to save

The last of the verse and "the home of the brave."

—Bulletin.

Everybody hates a knocker. They are not even using them on front doors any more.

Editors Have Trials

Getting up a monthly publication is no picnic. If we print jokes, folks say we are silly—if we don't, they say we are too serious. If we publish original matter, they say we lack variety—if we publish things from other papers, they say we are too lazy to write.

If we don't go to church we are heathens—if we go, we are hypocrites. If

we stay in the office, we ought to be rustling out for news—if we rustle for news, we are not attending to business in the office.

If we wear old clothes, we are slovens—if we wear new clothes, they are not paid for. What is a poor editor to do? Like as not, somebody will say we swiped this from an exchange. We did!

The Town of Don't You Worry

There's a town called "Don't You Worry,
On the banks of River Smile,
Where the Cheer-Up and Be Happy
Blossom sweetly all the while,
Where the Never Grumble flower
Blossoms beside the fragrant Try,
And the Ne'er-Give-Up-And-Patience
Point their faces to the Sky.

In the Valley of Contentment
In the Province of I Will,
You'll find this lovely City
At the foot of No-Fret Hill.

There are thoroughfares delightful
In this very charming town;
And on every hand are shade-trees
Named the Very-Seldom-Frown,
Rustic benches, quite enticing,
You'll find scattered here and there;
And to each a vine is clinging
Called the Frequent-Earliest Prayer.

Everybody there is happy
And is singing all the while,
In the Town of Don't You Worry,
On the banks of River Smile.
Inquirer.

Uncommon Sense

BY JOHN BLAKE
Tact.

Tact is consideration for others. Some people are born tactful, others achieve tactfulness, but nobody ever has tactfulness thrust upon him.

Tact is nearly always a prerequisite for success.

It saves men from blundering speeches that hurt other men's feelings. It saves them from saying things which convey impressions the speaker little means to convey.

It enables a man to understand his fellow men, and to adapt his speech to the thoughts of other men. We know of no business in which it is not an invaluable quality.

All men are sensitive; men of capacity have pride.

When their pride is wounded, when their sensibilities are hurt, they withdraw themselves into their shells, and remain there while the disturber is around.

The tactful man does not disturb them. He avoids exposing religious

THE JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Act of October 3, 1917, Section 1103. Authorized on August 11, 1921.

Published Monthly at 19th and Grand Ave., Des Moines, Iowa.

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - - - Assistant Editor

Address all matter for publication — Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to **C. H. SALMONS**, Editor and Manager JOURNAL, 1124 B. of L. E. Building, Cleveland, Ohio.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to **W. B. PRINTER**, General Secretary and Treasurer B. L. E., 1118 B. of L. E. Building, Cleveland, Ohio. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the **F. G. E.** as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to **W. N. GATES CO.**, Managers Advertising, 409 National City Building, Cleveland, Ohio.

THE HOMESTEAD  PRINTING CO.

DES MOINES, IOWA

NOVEMBER, 1921

Position of the Employees in the Strike Situation

By **GRAND CHIEF STONE**

"The men's position and their reasons for striking are in part as follows:

"When the transportation act of 1920 became a law it was hoped by the employees that all disputes would be adjusted and decisions rendered by the board would be complied with by the carriers and employees. Instead of complying with the decisions of labor board, the railroads soon began to disregard or flout its decisions. Flagrant cases of this being the action of the Atlanta, Birmingham & Atlantic, the Erie and the Pennsylvania railroads and many other cases that could be cited.

"It is well known and admitted by all that the railway men were the last to receive any increases during the war period. During August, 1919, the Brotherhood of Locomotive Engineers submitted to President Wilson a statement setting forth that a decrease in the cost

of the necessities of life was necessary or in increase in wages was imperative.

"From that time on the question of wages was discussed on different occasions and was finally submitted to the labor board. In July, 1920, the board handed down a decision based on all the facts it declared was just and equitable and further stated that its conclusions were reached after long consideration of all the facts as evidenced by the testimony before that board.

ASKED CUT IN WAGES

"Later, Mr. Atterbury of the Pennsylvania railroad appeared before the board and in a spectacular presentation



W. S. STONE
Grand Chief Engineer, B. L. E.

demanding an immediate reduction of the wages of all railroad employees notwithstanding the carriers had been granted a material increase in freight and passenger rates in order to meet the increased wages granted by the board. This was denied on technical grounds because the carriers had not properly created a dispute in accordance with the transportation act.

"The railroads then began to serve notice on all their employees demanding reductions in pay, thereby legally creating a dispute which was referred to the

labor board, resulting in a 12 per cent reduction as of July 1, 1921.

"To further aggravate the situation, immediately following this meeting a great number of the railroads served notice on their employes that they would revise their schedule and take from them the rules governing their service that had been in effect for from ten to thirty years. Said rules were obtained partly by the efforts of the United States board of mediation or boards of arbitration of which the neutral members were appointed by the representatives of the government. The majority of such rules were the result of negotiations across the table with the representatives of the organizations and the managers of the individual railroads and acknowledged to be fair and equitable.

"Conference of all general chairmen was arranged to be held in July in Chicago. The result of said conference was to instruct the executives of the organizations to meet the executives of the railroads some time prior to September 1, for the purpose of trying to bring about an amicable adjustment. This was done and a committee of railroad executives were met in the east, south-east and western territories, their answers all being similar and denying any kind of conciliatory measures.

THEN PUT IT TO VOTE

"Following the refusal of the executives of the railways to enter into any agreement with the executives of the organizations, there was nothing left to do but refer the matter to a referendum vote of all the workers which were employed on the railroads and to await their decision in the matter.

"In October the representatives of the workers were convened in Chicago and a canvass of the vote was made which indicated that 94 per cent plus were in favor of withdrawing from the service. Such a condition was never known before in the history of railroad labor and no doubt was caused by the arrogant, selfish attitude of the railroad executives together with their declination to be a party to any kind of conciliatory terms.

"After the vote had been canvassed, the chairman of the Railroad Owners' Association was notified by wire of the result and the request for a conference committee was made. The 150 railroad presidents meeting in Chicago named

a committee of five railroad presidents to meet the executive officers of the transportation brotherhoods. They declined to make any concession or offer any solution providing for a settlement but instead notified us that a resolution had been adopted by the railroad presidents asking the labor board for a further wage reduction of the employes. Then and not until then was permission given for men to leave the service."

The New Pension Law

ARTICLE IV. MEMBERSHIP

Section 1. Membership in the Association shall be confined exclusively to members of the B. of L. E. who are in good standing at the time of making application and at the time of enrollment as members. Age of applicant to be taken from B. of L. E. records and all applications for members must be accompanied by one month's dues, provided, however, that after the passage of this law no application will be received for membership in this Association from any applicant who shall have reached the age of 50 years. It is further provided, however, that all members of the B. of L. E. who are in good standing and under the age of 50 years will be eligible to membership in this Association in the event that they make application on or before December 31, 1921. It is also provided that applicants joining the B. of L. E. after the passage of this law will be required to make application for membership in the Pension Association within a period of one year after becoming a member of the B. of L. E. Failure to make application as outlined above forfeits all rights to membership in the Pension Association.

The Railroad Employees' Strike

Just as the JOURNAL is ready to go to the printers the report comes of a nation-wide strike of railroad employees set for October 30th, so the strike will have taken place ere the JOURNAL is in the hands of the readers, unless something unforeseen prevents.

Immediately following the announcement of the decision of the five train service brotherhoods, President Harding arranged for the three members composing the public group of the United States Labor Board, which is in the railroad wage making body and the In-

terstate Commerce Commission, the traffic rate making body—both provided for in the Transportation Act of 1921—to meet in Washington and give the wage and rate questions broad consideration with a view to protect the rights of all concerned, and so preserve industrial peace. Neither the three members of the labor group of the board representing the employees nor the three representing the railroads were summoned to the conference as it was naturally assumed that each were uncompromisingly opposed to the other, so the matter was placed in the hands of those pledged to protect the public interests and supposed to be unfettered by class prejudice, or direct, personal or pecuniary interest.

A noteworthy feature of the situation is that out of all the American railroads representing a trackage of two hundred thousand miles, the Detroit, Toledo and Ironton—or Henry Ford's Line—is the only one unaffected by the strike order.

In view of this fact would it not have been enlightening to the Interstate Commerce Commission and the labor group of the railroad labor board to have Mr. Ford show them by what business methods he has been enabled to satisfy the public, the shipper and the employees in his management of the Detroit, Toledo and Ironton Railroad. Unless there is some such light thrown upon it the problem is not going to be satisfactorily or permanently solved. It will do no good for either side to have backed down from the position taken as that will but defer the strike to some more opportune time and delay the national industrial reconstruction program which is now awaiting the adjustment of the question of rail rates.

The verdict of popular opinion is that private operation of railroads has utterly failed; is bankrupt morally and financially, and that the properties should be put in the hands of a receiver with Uncle Sam in the latter role.

It is conceded by no less person than Mr. Atterbury of the Pennsylvania that freight rates have doubled in the past twenty years, yet the railroads are calling for and getting financial aid from the public treasury, and if they continue to be operated privately it will require a doubling of the traffic rates in the next twenty years and further donations from the public treasury to keep them off the rocks, and even at that we will

find them in constant conflict with their employees and in bad repute with the public just as they are today.

There is no deep business secret in the success of Mr. Ford's railroad. He makes no claims of there being any. He modestly attributes his success to the fact that he is "not trying to burglarize his own property." And that's all there is to the whole railroad question. What is needed is not more skill in management, or more loyalty of the employees, but plain, common every day honesty on the part of those who control the railroad finances.

It will be unfortunate if our government has failed to secure a satisfactory tentative adjustment of the differences between the railroads and their employees ere the JOURNAL reaches its readers. We cannot imagine its failing to do so, but a tentative agreement between the contending forces to effect a settlement without strike, which does not also embrace a decided move towards a radical departure from the present methods of the private owners will be a mistake, and will but delay the issue which sooner or later is bound to come.

It is believed that the present administration at Washington is partial to the railroads and big business in general, and there is evidence at hand to sustain the belief, but there comes a time when common prudence forbids a continuance of such a policy, and that time has now arrived. It is bad enough to be over liberal with the public funds during times of general prosperity, when there is still enough and some to spare for all, but we are facing a condition today where many of our people have little, and some absolutely nothing, and for the government to render further financial assistance to the railroads which held it up under the stress of war in the closing days of 1917, and who later demanded and got "reparation" for the act, and are now precipitating a conflict which threatens the stability of the government itself will be the blunder of the century.

Any one can see that it is the policy of the railroads and organized capital in general to create industrial disorder at this time. That was recently demonstrated in the work of the unemployment commission appointed by President Harding, which body instead of devising means to improve the unemployment situation, the very purpose for

which it was formed, immediately set to work to do the opposite by proposing that the working day be changed from eight to ten hours. The railroads are working along the same lines, and like the vultures that feast on the dead left in the wake of an army, so do they plan to profit on the helplessness of the workers during the present nationwide unemployment, an aftermath of the World War.

At the present writing the case is in the hands of the government. If it functions as it should there will be no trouble, but if it fails to do so, it permits itself to be dictated to by the financial interests, which apparently are determined to precipitate a strike, then it will have dismally failed and no human can forecast the result.

Some Angles of the Transportation Strike Situation Worth Considering

In view of the existing conditions of the rail transportation problem, the following acknowledgement from the lips of one who poses as a spokesman for the railroad interests is interesting.

Mr. Atterbury, vice president of operation of the Pennsylvania Railroad, in an address recently delivered before the National Implement Association, said, that freight rates had increased 100 per cent during the past twenty years, but owing to rigid government supervision operating efficiency had been reduced and railroad securities had brought decreased earnings.

Mr. Atterbury did not go into detail to explain just why with such an increase of traffic rates the railroads were now on the verge of bankruptcy. Nor did he attempt to show why the engineers running locomotives today that are hauling 500 per cent more tonnage than twenty years ago, and who have received less than a fifty per cent increase of wages during that time, should suffer the cut in wages that Mr. Atterbury would now impose upon them.

He knew very well that any attempt to do either would react against the policy of the Pennsylvania Railroad and the railroads in general, for it could not be explained so as to justify either the insolvent state of the railroads or their present demand for drastic wage reduction of engineers. In the address referred to, he said the present conditions

could not be charged to the war, but to the fact that "nobody was running the railroads, that privately elected managers today have only slight authority and slight responsibility."

Recent activities of the Pennsylvania Railroad would seem to contradict that statement. A company that will defy the railroad labor board, and in general show a disregard for all legal restrictions, is not severely handicapped. It has surely exercised the utmost freedom in its efforts to first herd the employees into a company union, and they are beginning to realize that "the worst is yet to come," for Mr. Atterbury assured the employ that they must expect more drastic wage reductions than the railroad labor board has ordered, and there is a company organization called the Mutual Benefit Association of the Pennsylvania system organized for the very purpose of explaining to the employees why they should submit to further wage reductions soon to be ordered by the company.

Addressing this company association recently, he said that if wages were not cut government ownership would surely follow "and then what will take place," shrieked Mr. Atterbury. "Look at the low wages paid a government clerk."

But Mr. Atterbury's argument is not a logical one. The fact that government employees do not receive proper remuneration for their services, as he intimates, does not mean that conditions would so continue if the railroads were government owned. The trouble with the wages of federal employees is there is no effective organization among them, but you may rest assured that if the government took over the railroads there would be some effective effort put forth to keep the wages of railroad employees and all others on a basis consistent with the American standard of living. It is conceded that the pay of government employees is inadequate, a fact which accounts for their notorious inefficiency, but that is no reason why it should, or will remain so, it only proves that the voice of labor in government service has been suppressed, just as the private owners of the railroads have suppressed it in the past until it rebelled and would do so now if they succeed in their aim of luring their employees out of the independent labor union and Brotherhoods to wear the galling yoke of autocratic rule

against which the company unions will afford no protection whatever.

Mr. Atterbury and practically all the railway executives are determined to take full advantage of the present business depression to destroy independent organized labor. They are telling the public that traffic reduction awaits wage reduction. That the former will be gaged by the latter and that business will boom just as soon as the wages are cut to where the railroads want them. They also have the support of the public press to a large extent and are creating or trying to create a nationwide prejudice against organized labor. This they will deny. They profess to concede the right of the workman to bargain collectively, now that all the rest of the world has done so, but the machinery they would permit labor to use in the process must be company made, as they would institute a company union for the independent Brotherhoods which, in effect, is as if a soldier was offered a wooden musket in exchange for a modern rifle.

It is but a short time ago that the railroad officials were boasting of the wonderful progress the railroads of this country had made in transportation efficiency under private ownership up to the time of the world war. It served their purpose to say that, when contrasting private and federal railroad operation, but now they have a different ax to grind and are complaining of how the railroads have been handicapped by government restrictions for the past twenty years.

There is one thing clear, the earning capacity of the locomotive engineers has increased several hundred per cent during the past twenty years, and if his wages are somewhat higher today than twenty years ago, the cost of living is equally higher, and were it not for the vigorous efforts of the independent unions the wages of today would have remained as they were twenty years ago in spite of the advance in living, or anything else. No one who has witnessed the uphill fight that labor has waged during the past twenty years, but must agree that the emancipation of the working man has been due to the power and influence of their independent organizations, and we feel safe in the prediction that their success in the past will prove to be the best assurance of their continuance in the future, and that the

company unions that promise so much today will burst like the beautiful soap bubbles they really are.

Government Control Not Forced Upon the Railroads

It is a mistake to believe that the railroads were forcibly taken over by the government in 1917, the real fact is it was done in response to the appeal of a committee of leading railroad managers after they had confessed to the government their inability to meet the transportation demands of the country at that time.

Following such acknowledgement something had to be done quickly too, so Mr. McAdoo took up the reins from where the railroad executives had thrown them down on the dashboard, and by the force of his wonderful faculty of organization, together with rare executive ability, soon had the rundown railroads back on their feet.

The private owners became alarmed at the success of the government with practically the same facilities they themselves had failed with. They had expected it would have been necessary for the government to almost rebuild the roads, provide new power and rolling stock, and then hand the roads back to the owners with thanks and a big rental fee. It did that too, but by an efficient unified control it also proved to the people that private operation of railroads in this country was a failure and was bankrupt in efficiency and common honesty, as well as financially so.

You are all familiar with the history of the Cummins-Esch bill. You recall how the railroads praised it and proclaimed the Transportation Act a masterpiece of constructive legislation. You should also know that a bill known as the Winslow bill has recently provided for the government to pay over five hundred million dollars (\$500,000,000) as an indemnity to the railroads, and yet they are not satisfied, for they are right now demanding that wages of their employees be reduced far below the 12 per cent ordered by the railroad board, that time and one half be abolished and the Adamson law repealed. Yet, while they are pleading for peace in industry they are doing everything possible to create disorder which they will turn to their own account just as

they profited by the World War, when instead of trying to aid the government in its trying hours they dumped their dilapidated machinery into the lap of the government as if to say, you have got to put them in order, or lose the war.

No, the government did not forcibly assume control of the railroads in 1917, the railroad managers simply laid down. They are now making war upon organized labor and in the event of their failure to crush it, they will again appeal to the government to assume charge of transportation for a time, after which they will take another "rake off." The railroads do not want peace when they can profit by disorder, and their attitude at the present time is threatening to abolish the railroad labor board and demand further reduction of wages is proof of that fact.

If the railroads wanted peace they would await the settlement of the question of acceptance of the 12 per cent reduction by the railroad unions and Brotherhoods before threatening further wage reduction, the effect of which is to inflame the minds of the workers and delay, if not absolutely prevent, a peaceable adjustment of the matters now under consideration.

The best solution of the problem of industrial discontent is to remove the causes which create it. This is particularly necessary with regard to the transportation problem as there is no industry the stoppage of which so seriously concerns the public, and recent developments have proven conclusively that we may expect no peace on the railroads just so long as the financiers of the country have control of them. The writer is perfectly aware that the government is not always the best master, but as between it and the private owners of the railroads it is a choice between two evils and government ownership just now would seem to be the least.

Railroads Knocking the Labor Board and Boosting the Company Union

Section 301 of The Transportation Act which the railroads seem determined to ignore reads as follows: "In the event that the carrier and any group of employees fail to adjust differences it shall be referred to the Railroad Labor Board which is authorized to hear and adjust such dispute."

This action of the railroads gives one a fair inkling of what they would do if not restricted by the Brotherhoods. They care little for legal restrictions, for since they have a large share in the making of laws they seem to feel justified in ignoring them whenever it suits them to do so. The conservative element of labor has heretofore had an abiding faith in the fairness of the railroads, but that faith is giving way to a wholesale distrust since they are confronted with the example of the Pennsylvania Railroad, for example, violating the very law which it helped to create, simply because it thinks it sees a good chance to draw its employees away from the Brotherhood and herd them into a company union where they will be more directly under the control of the company.

The Pennsylvania officials are putting as favorable front on the company union plan as possible. They are offering it to the employees sugar coated, and, for the time being it may seem pretty good, but the sugar coating will soon wear off and the bitterness of the pill will be discovered.

Once the company union becomes established that will mean the end of it, in so far as the men having a voice in their own affairs. They will have no redress whatever, nor will they find it such an easy matter to get back into the Brotherhood if the company union falls them, for even though they would be welcomed into the ranks of the independent Brotherhoods, their employers would make the step too dangerous to attempt.

Once in the company union means you will remain there as long as you stay in the employ of the company. You cannot do otherwise, no matter how much you might desire to. We know it was dangerous to join the B. L. E. some years ago, but the great railroad development of those days caused a scarcity of engineers and this operated to our advantage.

The present situation is much different. Railroad development is at a standstill. There are at least two engineers for each engine. Besides that, a large number of men who have been dropped out of the service are available in a pinch, so whatever chance a man had of keeping his job and joining the B. L. E. in its early days, there will be much less once the company is formed,

for it will be so honeycombed with hired spies and pussy-footing volunteers among the men themselves that it will hardly be safe to think about it, not to mention an attempt to join any of the independent Brotherhoods.

You should consider that the recognition the employees are receiving by the Pennsylvania and other companies in favor of the company union has been gained through the power of independent organization, so don't forget that it is a good policy to place your "trust in the boat that brought you safely over" and not discard it for a craft in the sailing of which you will have little or nothing to say, or do, once you leave port.

As an example of what the employer will do when unrestricted, witness the steel trust which has made three wage reductions in the past five months, the last reduction bringing the wages of laborers down to thirty cents an hour. This is a cut of \$1.60 since May 1st, 1921. There is no effective organization among the steel workers, so whatever Judge Gary says must go. There will be a kind of organization on the railroads now forming company unions, but the employees will be so bound with rules and red tape that they will be helpless to voice their wishes or resent the unfair treatment that is bound to be theirs if they fall into the nicely baited company union traps now being set to ensnare their unwary feet.

Yes, the railroads are knocking the railway labor board and boosting the company unions, getting double action as it were. To leave the Brotherhoods or independent unions to join any kind the company may organize is like leaving a happy home for a mere promise of a better from a source that is notoriously unreliable.

The fellow who sells counterfeit money tells his victim that the fake money in the box he sells him, and which he cautions him must not be opened until a certain date, is better than the real thing, the railroad managers now forming the company unions are telling the same to the employees, but unless those who fall for the bunk and join them should die pretty soon, they will live to realize the mistake they made in leaving the independent unions.

Thou Shalt Not Kill

Under the heading "Thou Shalt Not Kill" Mr. J. E. Long of the Delaware and Hudson Railroad offers some very good suggestions for the promotion of safety in train work. Among other things he says to the employee, "In all the mass of machinery in railroad shops, on railroad rails and in railroad yards, there is no machine so valuable as you." And the last thing you would ever do would be to damage or destroy any machine used by your employer, yet you may be damaging or destroying one of those machines today."

There is no question but many men are neglectful of their health and their safety, and in that way are shortening the lives of what Mr. Long says are the most valuable machines on the railroad. Those same men would not think of neglecting to oil a bearing or overlook a chance to tighten a nut, or take any other precaution that would prevent failure of any part of the locomotive. But it is not in this respect alone that the loyalty of the employee is shown, it is also evident in the intelligence and wholeheartedness he puts into his daily work, the performance of which is often done under circumstances that tires his very soul. Many engineers spend 16 hours in the cab of a locomotive when the windows are continually frosted over on account of leaking seams and stay bolts and valve stems and pipe joints in the cab, while the condition of the machinery in general often adds much to the discomfort and increased the worry and the labors of both fireman and engineer. And these conditions are still far from being the exception, although the example of some lines, which have proven that safety work may be made to represent a saving instead of an expense, is having a much better effect towards encouraging safety work than all the moralizing of those who with the best intent view the question from a purely humane standpoint.

The merit of any innovation by the railroads is based upon the question "will it pay?" and the extent of its success is measured in dollars and cents.

But the remarkable thing about the whole thing is that while the employee may be as loyal as an angel to the company there is a lack of a corresponding interest of the company in the employee.

It is well enough for those who favor safety first to tell the employee—the engineer for instance—that he is the most important machine in the company's service, and that he should on that account watch his step lest he meet with accident, but would it not also be good business for the railroad to remove some of the obstacles in the way to safety.

Moves have been made in that direction but they don't go far enough. The operating officials may do all in their power to make conditions agreeable and safe, but their power is too limited. It does not lessen the physical wear and tear of the engine crew to have well kept machinery, that does not make up for the overtax on the physical and mental energies of the men who are kept on duty for 16 consecutive hours doing work of the most exacting nature, for locomotive work is trying enough under the most favorable conditions.

It would work a wonderful good if the railroads of their own volition would reduce the hours of service limit. It would mean the re-awakening of a spirit of loyalty in the employee that has long lain dormant, for it would substantiate the many claims of the railroads that they are interested in the welfare of their employees, and like good seed sown in fertile soil would produce good a hundred fold.

There is much to be said in favor of the railroads that have helped the safety cause, and even more to be said in favor of the operating officials and the safety committees who have been too restricted to do the full measure of good they would like to, but until the Hours of Service Law is changed so a man will not have to work longer than the humane societies would permit a man to work his horse or his mule, we cannot place the trade mark of sincerity on the professions of the railroads along the lines of safety.

Low Wages a Poor Remedy for Business Stagnation

Low wages means a reduced purchasing power of the people, and that makes for poor business. The tendency of the times is towards greater concentration of wealth. We have made more millionaires in the United States in the past five years than in the fifty preced-

ing years. This concentration of wealth in the hands of a few is not a progressive policy when viewed in a broad sense. Putting more millions into the pockets of the several thousands of millionaires does not increase their usefulness to society, while the same amount of money fairly distributed among several millions of the producing classes would raise their standard of living, and add to their purchasing power, thus putting the money into circulation so that all kinds of business would be benefitted.

Report of Unemployment Conference Not Encouraging

The first report of the commission recently appointed by President Harding to look into the industrial conditions, and if possible offer a solution for the nationwide unemployment problem, has just been made public, and while it does not suggest any concrete plans of procedure to correct the situation the report reflects perfectly the attitude of the majority of that body.

The very first expression reported from the deliberations of the commission, if they could be called such, were demands that labor yield to reduction of wages and the Adamson eight hour law be repealed. It was expected that the commission would report something really constructive. That it would devise means to restore business confidence and relieve the industrial paralysis from which the country is suffering, but we find the great majority of that commission merely echoing the prevailing sentiment of organized capital, that before anything definite can be accomplished to relieve the situation, labor must accept wage reductions and permit the extension on the working day from eight to ten hours.

It is a peculiar train of reasoning that would suggest a longer work day to give more employment to the people, but capital has a peculiar way of reasoning that is not always consistent with what it pretends, or what fair dealing demands.

The majority report of the commission not only favors the repeal of the Adamson Law, but also recommends the denunciation of any group seeking, in its own interests, "to resist economic adjustment," and as this majority is

composed of members of the manufacturers committee, it is easy to see who its recommendation is aimed at, for "resisting economic adjustment" means to oppose any plans the employers would propose.

A minority report of the same commission was filed by Mr. Samuel Gompers, President of the American Federation of Labor, Sarah A. Conboy, Secretary of the United Textile Workers of America, and Roy Dickinson, Associate Editor of "Printers Ink." This report contained a vigorous protest against the proposed policy of the majority. It said there must be no reduction in wages, as low wages and reduced purchasing of the workers was the very thing that would tend to cause a continuance of unemployment instead of relieving it, as manufacturing is dependent upon the ability of the people to purchase.

But the proposal to lengthen the working day sounded the keynote of the majority of President Harding's hand picked commission in which the representatives of labor are pitifully few. Increasing the length of the working day from eight to ten hours would mean, in a plant employing 1,000 men, a reduction of the working force to 800 men. Not a very good plan for eliminating unemployment, you will agree, and when there is a reduction of wages added one can easily see that labor is expected to carry the whole load of the business depression as well as the burden of reconstruction.

With this fact made so plain by the unemployment commission we are more and more confirmed in the belief that labor can not expect anything from capital which it is not in a position to demand. It has never been able to do so in the past and the future offers no promise of a change, for human nature stubbornly refuses to change with the times.

Notice

Some of our members are sending changes of address and other correspondence to the JOURNAL to Des Moines, Iowa. This is wrong. All Brotherhood correspondence should be sent to the B. L. E. Headquarters, B. L. E. Building, Cleveland, Ohio.

Correction

In the September issue of the JOURNAL we published a reprint of a portion of the "Labor Spy," which was credited to "Industrial Harmony." This is in error as the credit is due "The New Republic," a monthly magazine published at 421 West 21st Street, New York City, and by whose courtesy the JOURNAL was permitted to reprint the "Labor Spy."

Co-ops. Have No Profits

London, Eng.—In opposing the attempt to enforce the corporation profits tax on co-operative societies, Sir John Simon says:

"The scheme of a co-operative society is in its essence this, that a number of persons, who are called the members, join together to make purchases of goods and to distribute these goods among themselves; the actual purchase and distribution being of necessity carried out by some managing body acting on behalf of all the members. It is clear, therefore, that an excess of the so-called 'price' at which the goods are distributed over the price at which they were bought is not 'profit' in an ordinary sense of that word; indeed, the main object of the society is to prevent any 'profit' from arising at all.

"None of this money can possibly be called a 'profit' either of the society or of its individual members. The position is just the same as it would be if a man gave £1,000 to his agent to buy a motor car, and the agent reported that he had secured a car for £800, and returned to his employer the £200 less his commission and expenses, and any other sum which his employer had instructed him to pay. It would not occur to anybody to say that what the employer received back was a 'profit' on the transaction."

—*Weekly News Letter.*

Enginemen Want Motor Car Racers to Go Slower

Enginemen of the Southern Pacific company, whose nerves are shaken by reckless automobile drivers who race the trains to crossings, are attempting to have a law passed by the Oregon legislature, it is reported, that will compel motorists to exercise some precaution for their own protection. Their desires are presented in a letter received by Governor Olcott.

BANKING

Further Information Regarding Insurance Trusts

The benefits and advantages of life insurance are so manifest that few, if any, question the wisdom of being insured. It is a means of creating an instantaneous estate upon death, and becomes a source of income in old age.

But have you ever given thought to what becomes of this money? Very likely you have not. *Statistics show that insurance money in the hands of a widow is dissipated at the end of six years!*

Let us inquire into the possible reasons for this. When your insurance money is paid to your widow, her early thought is to invest it, and she turns, therefore, to seek "good investments." She first approaches her friends, who are ready and willing to give free advice, but seldom is it the kind of advice which should be given to a widow. Frequently, she does not have the opportunity to secure the opinion of her friends for the reason that before doing this she is approached by stock salesmen who offer her the time-worn "golden opportunity" to place her money in this or that wonderful investment which not infrequently turns out to be a dry hole in the ground, or a gold brick. With this class of stock salesmen (who have been known to clip death notices from the daily press and hasten to call on bereaved survivors), we are all more or less familiar, but unfortunately the vendors of the kind of securities indicated continue to ply their trade and victims are still to be had!

What is more shocking than this, perhaps, is that cases have been known where money is not invested at all, the principal itself being used for living purposes until, finally, at the end of a comparatively short period, no more remains.

A safe way to avoid these dangers is by creating an insurance trust with the Brotherhood of Locomotive Engineers Co-operative National Bank, as Trustee. Under the terms of such an arrangement, your insurance policies (after due change in beneficiary has been ef-

fectcd) would be deposited with the bank and the trust agreement would set forth the conditions of the trust. Provision would be made for the payment in periodical installments of the income to your widow or whomever else you might designate, during her life, or for such shorter time as you may deem wise. Provision would also be made for the distribution of the principal after the death of your widow or at such other time as you desired. In fact, any manner of distribution of principal may be made, provided, of course, it is lawful. Thus, you would insure for your loved ones the maximum of income consistent with safety of the principal.

The investment field is one which is becoming more highly specialized as time goes on and requires a sound knowledge of economics and a high order of business skill and ability. Many points should be considered in choosing an investment. First of all there is the element of safety. To form an opinion of this, one must inquire into the past earnings of the company. What does it manufacture or sell? Are there any outstanding debts of large amounts? How much property has it? What are the company's market possibilities for its product? What rate of interest does the security yield? Has the security good marketability? All these and many other matters should be inquired into. Is your widow in a position to secure all this data? Obviously, not. Yet a consideration of all these points is necessary before commitment.

The investment of money which might come to the Brotherhood Bank, as Trustee, would receive the same attention by the management of the bank as is given to the investment of millions of dollars of the bank's own funds.

We have had several requests for the usual provisions of an insurance agreement and accordingly we print in this issue an ordinary form of such agreement. Please bear in mind, however, that the agreement can be drawn to embody any provision you desire.

We commend this matter to your careful study and consideration. Any and all inquiries will be cheerfully answered and we assure you that our main purpose in this is to be of service to members of the Brotherhood, their widows and families. Please address

all communications to the Trust Department of the bank.

(Sample form of Trust Agreement).

THIS MEMORANDUM, made at Cleveland, Ohio, this.....day of, 1921, by and between..... of Cleveland, Ohio, and the BROTHERHOOD OF LOCOMOTIVE ENGINEERS CO-OPERATIVE NATIONAL BANK, as Trustee, of Cleveland, Ohio, is to evidence: that

WHEREAS, the said has this day deposited with the said BROTHERHOOD OF LOCOMOTIVE ENGINEERS CO-OPERATIVE NATIONAL BANK the certain policies of insurance on his life set forth in Schedule "A" hereto attached and made part hereof, and has caused the Brotherhood of Locomotive Engineers Co-operative National Bank, as Trustee, to be made beneficiary on the records of the Insurance Companies issuing the respective policies shown in Schedule "A", and

WHEREAS, the parties to this instrument desire to define the terms of the trust thereby imposed:

NOW, THEREFORE, THIS AGREEMENT WITNESSETH:

I. The assured reserves the right to direct the Trustee as to the exercise of any options granted by such policies; and on the death of the assured, the Trustee, shall, as soon as written notice thereof shall have been brought to it, proceed to collect any and all moneys due under said policies, including dividends that may have accrued thereon, and after deducting all expenses incurred in making such collections, shall hold the balance in trust as hereinafter set forth. No obligation shall rest on said Trustee to see to the payment of premiums due or to become due on such policies.

II. The Trustee shall have full power and authority to invest and re-invest said funds in such loans, stocks, bonds, securities and real estate as it may deem proper and suitable for investment of trust funds, without being limited to such class of investments as may be prescribed by statute or otherwise for the investments of trust companies or trustees generally, and authority to vary or transpose investments so made into others of like or similar nature.

III. I direct and authorize the Trustee to pay the net income derived from the

trust estate to my wife, , during her lifetime, and in addition thereto, from time to time, such further amounts from the principal, not exceeding in the aggregate One Thousand Dollars (\$1000), as in the judgment of the Trustee may be necessary for her maintenance, support, comfort and enjoyment, absolute discretion being vested in the Trustee to determine what may be necessary or proper for such purpose.

Upon the death of my wife, the Trustee is directed to pay the principal of the trust estate or so much thereof as may remain unexpended, equally among my surviving children.

The Trustee shall have full authority to determine whether money or property coming into its possession shall be treated as principal or income, and to charge or apportion expenses and losses to the principal or income, according as it may deem just and equitable, and the judgment of the Trustee shall thereupon be binding and conclusive upon life beneficiaries and remaindermen.

IV. The assured reserves the right at any time during his life to revoke the settlement hereby evidenced, either in whole or in part, as well as the right to modify in any respect the terms of such settlement. Any modification or revocation, however, shall be by written instrument signed by the assured and delivered to the Trustee, and to whatever extent this settlement shall be so revoked, the Trustee shall thereupon surrender and deliver to the assured such portion of all of said policies of insurance as may be the subject of such revocation.

IN WITNESS WHEREOF, the said has set his hand and said THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS - CO-OPERATIVE NATIONAL BANK, to evidence its acceptance of the trust herein set forth, has caused its corporate name and seal to be affixed to this instrument, in duplicate, the day and year first above named.

A Louisiana Negro convicted of murder in the first degree will serve a life imprisonment sentence instead of hanging. The sheriff forgot the date of the execution and the board of pardons contended that the Negro's life had been placed in jeopardy once and commuted the sentence to life imprisonment.

A Safe Investment That Will Pay You 8%

If you are looking for an investment that will pay you 8% for several years to come and which is 100% safe, you are looking for real estate mortgage bonds.

This is investment—not speculation. Your principal will not increase or decrease, and you will positively get eight per cent interest on your money.

This bank as Trustee and in participation with S. Ulmer & Sons, of Cleveland, the oldest mortgage banking house in Ohio, is offering the unsold portion of a total issue of \$110,000 first mortgage serial gold bonds of Nathan and Elizabeth Weltman.

The first mortgage back of these bonds covers the land and a new four-story brick apartment house of 34 suites, known as Newton Hall, at East 101st Street and Newton Avenue, Cleveland. The mortgaged property is valued at \$225,000, or more than twice the amount of the loan.

You can buy these bonds yielding 8%, in any amount from \$100 up—and you can invest your money for one to five years as you desire. Of course, the longer term bonds are the most desirable for when interest rates generally have come down to 6 or 6½ per cent, the owner of the long term Newton Hall bonds will still be getting 8%.

We recommend these bonds and are pleased to be able to offer to small as well as large investors so highly desirable an investment.

Complete circular upon request—or send in your subscription accompanied by check, in any amount from \$100 up.

The Brotherhood of Locomotive Engineers Co-operative National Bank of Cleveland

USE THIS COUPON

The Brotherhood of Locomotive Engineers Co-operative National Bank,
Cleveland.

I am interested in the Newton Hall 8% first mortgage bonds advertised by you, in about the amount of \$. Please send me detailed information.

Name City

Street No. State

**Grand Office Pension Association of the
Brotherhood of Locomotive Engineers**

Cleveland, Ohio, October 1, 1921.

To All Members of the Pension Association:

The number of inquiries that have been made relative to Circular Letter Number 5, dealing with the subject of an extension of benefits to the widow of the member of the Pension Association who is receiving a pension at the time of his death, makes necessary a general reply, as it is impossible to reply in detail to each individual letter coming in.

The principal thought seems to be, in view of the fact that this Pension is to be self-sustaining and kept separate from the present Pension Association, that it should be extended to the wives of all members of the Brotherhood of Locomotive Engineers. Again, they fail to understand why, at the death of any Pensioner regardless of whether he is being paid a pension at the time of his death or not, his wife should not at once go on the Pension list. We desire to call your attention to the following facts:

In the first place, the Board of Governors of the Pension Association is governed entirely by the action of the Convention, and has no discretion in the matter other than to submit the proposition to the membership. We explained, in our Circular Letter Number 5, that the formation of a Pension Association for the wives of Pension members on the basis of \$1.75 per month, was only experimental as to whether the plan submitted would work out or not. The action of the Convention provides that 10,000 members must be secured, and, unless the 10,000 members can be secured by December 31st, 1921, the Board of Governors are instructed to discontinue receiving further applications for the proposed plan, and to refund the money to those who have paid in, and to discontinue any further activity in the matter.

Unfortunately for all concerned, the whole thing is experimental, and we have no records or facts to draw from. It is hoped that the experimental plan will carry us safely through to the next Convention, and then the plan can be amended and the rate increased or decreased as the necessities of the case may require, and based on the exper-

ience of the two years that have elapsed.

To those who ask that the wives of all Pension members be placed on the Pension immediately on the death of their husband who is a member of the Pension Association, whether he is receiving a pension at the time of his death or not, we would simply state the following:

We have, at the present time, in the Pension Association, 23,696 members on July 1st, 1921, of whom 1,234 are now receiving a Pension. During the months of July, August and September, we have written 702 certificates. During the same three months, we have cancelled 137 certificates. Of these 67 were caused by death, and 70 certificates, were cancelled because of failure to pay monthly assessments, showing at the date of this writing 24,261 members in good standing. Of the 67 deaths during the quarter 21 were receiving pensions at the time of their deaths. This would mean that 21 widows would receive pensions.

If we take up the other angle, we find, from the records of the Insurance Association, that for the years of 1918, 1919 and 1920, we had 3,608 deaths. It is safe to say that at least 3,000 of these members left widows, who if the plan proposed by some was carried out, would at once go on the Pension, and receive payment of \$300,000 per year.

From the figures of the best actuaries, it is absolutely impossible to carry out the latter plan without making the monthly assessments prohibitive. We believe that under the plan we have put out, the organization would take care of itself and pay its own way until the next Convention convenes, when we will have necessary facts and data to take up and either increase or reduce the payments as the figures may warrant, or do anything else with the Pension Association for widows that the membership may desire.

There is no desire on the part of the Board of Governors to collect a cent more than is necessary, but they do desire that any plan put into effect must be financially able to pay its own way, and they cannot afford to take any chances that it will not; neither can they afford to draw the line so close that the plan will prove a failure, and, after careful consideration, we believe the present plan as put out is the best that can be worked out under the present conditions.

Back of all that, stands the fact—the proposition as submitted is just as adopted by the Delegates in Convention, and the Board of Governors has neither the power nor the authority to make alterations or extensions.

Hoping this will answer the many questions that are coming in, and settle for the present at least the many plans that are being proposed, and make it plain to the individual member that the Board of Governors has not the authority to adopt their suggestions, and that the proper place to make these suggestions is at the next Convention, we remain, yours fraternally,

W. S. STONE, President.

Attest:

WM. B. PRENTER,
General Secretary-Treasurer.

Over Forty and Under Fifty

If you are not a member of the Pension Association, you should inquire into the merits of this feature of our protection and avail yourself of the opportunity before it is too late. Your time in which to enroll as a member expires December 31st, 1921.

Don't do like sixty-five others have done recently, wait until the eleventh hour and sixty-five minutes had expired, and then complain because our Executive Officers had to conform to the law and turn them down. The door is open and you are invited to enter, don't wait.

You feel considerable pride in the fact that you have an individual interest in the "White Building"—and you have a right to—your individual interest amounts in round numbers to about forty dollars, but when you join the Pension Association and pay one month's assessment you automatically obtain an individual interest of about \$60.00 in a sum of about \$1,500,000.

The Pension Association is no longer a dream or an experiment, it is a fact. You are not placing your money in a lottery; every dollar invested in the Pension fund is working for the welfare of the membership, 1,200 men scattered throughout the United States and Canada are receiving benefits every month that they would not otherwise receive.

Ask any of them what they think of the Pension. While the benefits are in all probability not what every one desires, there is no mistake about the good work it is doing, and you can depend upon it that changes will be made

from time to time that will increase the benefits the same as our Insurance Department has been broadened until its usefulness has been increased many fold.

So, my good Brothers, if you are not a member of the Pension Association, and are eligible, don't wait until it is too late, but enroll now. Now is the accepted time.

UNCLE DUD.

The New Pension Law

ARTICLE IV. MEMBERSHIP

Section 1. Membership in the Association shall be confined exclusively to members of the B. of L. E. who are in good standing at the time of making application and at the time of enrollment as members. Age of applicant to be taken from B. of L. E. records and all applications for members must be accompanied by one month's dues, provided, however, that after the passage of this law no application will be received for membership in this Association from any applicant who shall have reached the age of 50 years. It is further provided, however, that all members of the B. of L. E. who are in good standing and under the age of 50 years will be eligible to membership in this Association in the event that they make application on or before December 31, 1921. It is also provided that applicants joining the B. of L. E. after the passage of this law will be required to make application for membership in the Pension Association within a period of one year after becoming a member of the B. of L. E. Failure to make application as outlined above forfeits all rights to membership in the Pension Association.

Twisting Discipline

An ignorant chicken, unversed in the appetites of American darkies, crossed the road in front of a colored detachment. A soldier broke from the ranks and started off in pursuit.

"Halt!" bellowed the officer in charge.

Both fowl and negro only quickened their pace.

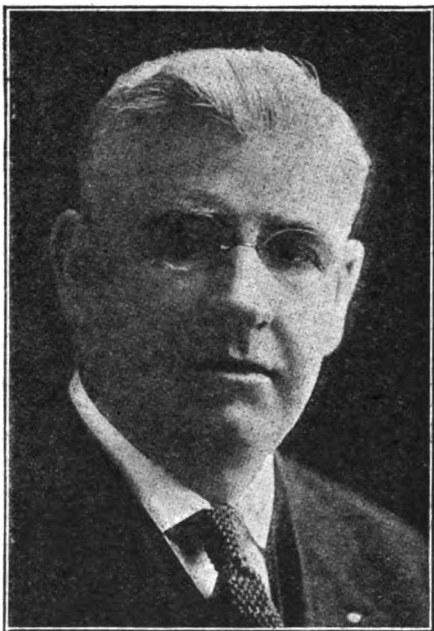
"Halt! Halt!" repeated the officer.

The dusky soldier made one plunge, seized the chicken by the neck and stuffed it, still struggling, inside his shirt.

"Dere!" he panted. "Ah'll learn you to halt when de captain says halt, you disobedient bird."

Western and Southeastern Train Service Boards of Adjustment Formed

Agreements have been signed up between certain Western Railroads and certain Eastern Railroads to establish Adjustment Boards for the Western and Southeastern territories, and a



F. A. BURGESS
A. G. C. E. Chairman Southeastern Regional Board of Adjustment

tentative agreement has been reached to set up an Adjustment Board for certain Eastern Railroads, to be known as Train Service Board of Adjustment. The Western Board will be located in Chicago, and the Southeastern Board, in Washington, and it is expected that both of them will be in operation by October 1st. The Eastern Board, if created, will be located in New York City.

These Boards are provided for in the Transportation Act of 1920, and are similar in character to Board of Adjustment Number 1, which so successfully handled the many disputes arising between the Committees of the organizations and the managements of the Railroads during the period of Federal control, and will be composed of eight members, one representative from each of the four organizations, and four rep-

resentatives selected by the Railroads, parties thereto.

These Boards will handle no wage matters, but will handle disputes growing out of personal grievances, or out of the interpretation or application of the schedules, agreements or practices, which can not be adjusted by direct conference between the representatives of the individual Railroads and the employees. They will meet at a stated time each month, and remain in session until all matters before them are considered.

We have not as yet succeeded in reaching an agreement for the creation of Regional Boards in the Eastern and Southwestern territories.

It is believed, in fact the record of Railway Board of Adjustment Number 1 has demonstrated, that representa-



H. P. DAUGHERTY
A. G. C. E. Chairman Western Regional Board of Adjustment

tives of the organizations, who are familiar with the rules and operating conditions and operating officers of the Railroads who are not directly interested in the case at issue, can adjust disputes of the character which will go to these Boards more satisfactorily

than any other method that has been tried.

Brother F. A. Burgess, Assistant Grand Chief, will represent the Brotherhood of Locomotive Engineers on the Southeastern Board, and Brother H. P. Daugherty, Assistant Grand Chief, will represent the Brotherhood of Locomotive Engineers on the Western Board of Adjustment.

Safety First on the Santa Fe

Not so very long ago there was an article in the JOURNAL about "The Safety First Work" giving an account of a general meeting of Safety First men from different railroads. As a member of the Safety committee of the Santa Fe Terminals in San Francisco, I would like to tell in the columns of the JOURNAL something of what the Santa Fe is doing along Safety First lines.

The work was organized July, 1912, with Mr. Isalah Hale as Safety Superintendent. Mr. Hale still holds that position, and has always put his whole heart and mind into the work of saving life and limb. He visits every part of the whole system periodically, besides sending out circulars and bulletins at regular intervals. Up until quite recently he had the field all to himself, now he has several assistants; one in the jurisdiction of each general manager. Two months ago he was out here on the coast with a movie outfit, giving pictures, both of accidents, and of the causes that lead up to the accidents, both in the home and out on the job.

Now as to the Safety First work locally. Each division headquarters has a Safety committee, two of them wherever there are large shops. One a shop committee, and one a general committee. The general committee is made up of enginemen, yard men, office men, car men, men from the freight house and from the marin service if there is any. All officials, both great and small are members of these committees. The members from among the men are appointed by the chairman, an effort being made to choose men that will be representative of the class to which they belong. The meetings are called for once a month on a schedule which is made up the first of the year.

A tour of inspection around the yards or shops is the first thing in order when the committee meets. Often conditions

are found upon which all the members will not agree as being unsafe. In such a case after all have viewed the condition it is brought up for discussion, and then put to a vote as to what is to be done in the matter.

Each member is asked in turn to report any unsafe conditions or practices that may have come under his observation. Each member is also invited and encouraged to offer something for the good of the Safety First work. Each member is expected to talk Safety First to as many fellow workmen as possible each month, and to report at the meeting, but he is not required to give any names or circumstances. All of this goes into record, and a member's efficiency, and the efficiency of that committee is gauged by the number of men spoken to, and by the interest shown in reporting unsafe conditions, and also by the suggestions offered to remedy the same. To save life and limb for the sake of our interests, and for the sake of those who love us, and for the sake of those who are dependent on us, every Brotherhood man should get behind the Safety First work. If you find an unsafe condition report it. Never mind what the company does about the report, but if it is not remedied, report it again, and keep on reporting it. Another thing we can all do for Safety, is to stop telling about the chances we took some time or other and got away with it. Some other fellow might try to take the same chance and not get away with it. None of us likes to take a chance just to keep from being laughed at, or being ridiculed, so see to it that you do not put the other fellow in a position where he will do some unsafe act for fear of being laughed at.

GUY C. ELLIS,
Div. 839—2139 Eunice St., Berkeley, Cal.

Nests in the Dark

Prairie owls select the deserted burrows of the "prairie dogs"; chimney swifts construct their nests far down in dark sooty chimneys, says the American Forestry Magazine, while woodpeckers constitute other familiar examples of this, as do a vast host of other species of birds all over the world.

Eight billion dollars in credits have been extended to Europe by the United States since the armistice.

INSURANCE

Some Bargains in Insurance We Have to Offer Our Members

The Locomotive Engineers Mutual Life and Accident Insurance Association was organized in December, 1867, and incorporated March 1, 1894, and it was both organized and incorporated for the benefit of the Brotherhood of Locomotive Engineers, their widows and orphans.

The contracts we are in a position to write are as follows: 1st, Straight Life



BRO. C. E. RICHARDS
General Secretary and Treasurer

certificates up to \$4,500 protection, and the average cost to the members per annum, per one thousand dollars of insurance, including all special assessments, has been \$17.62 for the past thirty-two years. It pays in the event of death to the widows and orphans, and to the insured himself should he become totally and permanently blind in one or both eyes, or sustain the loss of a hand, at or above the wrist joint, or a foot, at or above the ankle joint.

We have disbursed the following amount in payment of Straight Life certificates, which have matured from

1868 to June 1, 1921, \$45,480,393.36, and our membership on June 1st was 85,460, carrying insurance to the amount of \$180,409,500.00. After a member has held insurance continuously for forty years, our laws provide for a paid-up certificate and to date we have three hundred and two members holding Straight Life Paid-Up Certificates, aggregating \$922,500.00.

Following is a classified statement showing the number of death and disability claims paid from January 1, 1918, to December 31, 1920:

| Class | No. of Claims Paid | Amount Paid |
|---------------------------------|--------------------------|-----------------------|
| Deaths from Natural causes..... | 2,793 | \$6,203,947.34 |
| Killed | 573 | 1,187,250.00 |
| Suicide | 36 | 72,000.00 |
| Drowned | 17 | 27,000.00 |
| Shot | 13 | 21,000.00 |
| Amputations | 76 | 160,500.00 |
| Blind | 89 | 213,750.00 |
| Asphyxiated | 2 | 4,500.00 |
| Murdered | 6 | 12,000.00 |
| Found Dead..... | 3 | 10,500.00 |
| Totals | 3,603 | \$7,912,447.34 |

Second, An Accident Contract and the cost on this class of production for \$2,000.00 Principal Sum and \$30.00 Weekly Indemnity is \$44.60 per annum. It pays a weekly indemnity for visible injury incurred by accident and which prevents the insured from following his usual vocation, and the Principal Sum is payable in the event of accidental death.

We have disbursed on our accident contracts in force from October 1, 1906, to June 1, 1921, \$2,176,050.86, and our membership on June 1st was 11,067, carrying insurance to the amount of \$14,660,335.00.

Another form of protection to our members is a contract that gives them an income while sick and out of the service up to \$20.00 per week, at a very nominal annual premium. This contract provides for payment in stipulated amounts to its certificate holders in case of loss of time because of sickness and if, in the event of such sickness, a surgical operation is necessary and the insured is removed to a hospital, the Association will pay (with no addition-

al premium) the greater part of the surgical and hospital bills.

We have paid out in Sick Benefits from April 1, 1920, to June 1, 1921, \$13,164.75 and have a membership of 1,408, carrying insurance to the amount of \$24,290.00.

We also have a fund of practically a million dollars from which help is given to our old and disabled members, and to participate in these benefits the insured must have held continuous membership for a period of at least ten years. These benefits are payable at the rate of \$30.00 in monthly installments, and we are disbursing annually more than \$100,000.00 from our Relief Fund to our old and disabled members.

Our insurance is conducted along conservative lines and a good substantial Reserve Fund gives it the stability to stand the test of any unusual conditions that may arise. The wisdom of our policy was shown during the Influenza epidemic of 1918-19. This fund placed the Association in a position to take care of the payment of all additional claims without it working a hardship upon the members and our insurance, at this writing, is now protected by an ample reserve to meet any emergency that might arise.

There is no better insurance in the world for a locomotive engineer than ours. In fact, there is none as good. Practically every dollar that is paid in by the members, goes back to them, or their widows or orphans. Our overhead expense is much lower than that of any other organization. It is as low as is consistent with prompt and efficient service, which is and always has been the chief aim of our Insurance Association.

C. E. RICHARDS,
General Sec'y. and Treas.

W. E. FUTCH,
President.

The New Pension Law

ARTICLE IV. MEMBERSHIP

Section 1. Membership in the Association shall be confined exclusively to members of the B. of L. E. who are in good standing at the time of making application and at the time of enrollment as members. Age of applicant to be taken from B. of L. E. records and all applications for members must be accompanied by one month's dues, pro-

vided, however, that after the passage of this law no application will be received for membership in this Association from any applicant who shall have reached the age of 50 years. It is further provided, however, that all members of the B. of L. E. who are in good standing and under the age of 50 years will be eligible to membership in this Association in the event that they make application on or before December 31, 1921. It is also provided that applicants joining the B. of L. E. after the passage of this law will be required to make application for membership in the Pension Association within a period of one year after becoming a member of the B. of L. E. Failure to make application as outlined above forfeits all rights to membership in the Pension Association.

It is men that are led that accomplish the impossible, not men that are driven.

Color blindness is more common among educated than among uneducated people.

Two and one-half million farmers are owners of automobiles.

Representative Frank Green, from up Vermont way, says he knew a man in Northfield who cussed himself to death with signs.

It seems that the old fellow was absent minded, hence he conceived the notion of placing signs around his house which instructed him what to do. In order to make the signs effective, he filled them full of cuss words.

For instance, over his woodshed he had a sign that said: "You blankety-blank old fool, cut some stove wood." Over his churn he had a sign that ordered him to churn the cream and make some butter. And so on all over the farm.

It was a sign over the clock, however, that finally resulted in his death. That sign, which was a gem for cussing, warned the old man to wind the clock. He did, religiously, for a period of 30 years, every night, and then he learned that the clock was an eight-day affair. So angry did he become when he thought of all the energy he had wasted winding an eight-day clock every day for 30 years that he went into a tantrum and burst a blood vessel.—James Dugan.

PENSION ASSOCIATION OF THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS

To All Members of the Pension Association:

CLEVELAND, OHIO, October 1, 1921.

Herewith Quarterly Statement, showing conditions of Pension Association on September 30, 1921.

877 Divisions have so far requested applications and appointed Division Secretary-Treasurers.

26,315 Certificates of Membership have been issued, classified under the following ages:

1,866 members under 30 years of age.
 3,054 members between 30 and 35 years of age.
 3,715 members between 35 and 40 years of age.
 5,542 members between 40 and 45 years of age.
 5,196 members between 45 and 50 years of age.
 3,185 members between 50 and 55 years of age.
 2,596 members between 55 and 60 years of age.
 768 members between 60 and 65 years of age.
 393 members 65 years of age and over.

26,315 Certificates issued. 1,358 members have died and 699 members have canceled Certificates, leaving a membership of 24,258.

FINANCIAL STATEMENT

July 1, 1921—Interest placed to credit of account.....\$ 7,903.40

Amount Collected from Members

| | |
|----------------------|----------------------|
| July, 1921..... | \$ 52,997.22 |
| August, 1921..... | 51,836.26 |
| September, 1921..... | 52,474.45 |
| Total | \$ 165,261.34 |

Disbursements

| | |
|------------------------------------------------------------------|---------------------|
| Paid pension benefits to 1,185 members in July..... | \$ 32,883.00 |
| Paid pension benefits to 1,204 members in August | 30,457.00 |
| Paid pension benefits to 1,221 members in September..... | 30,742.00 |
| Paid B. of L. E. Account, Rent, Supplies, Stenographer, etc..... | 2,830.50 |
| Paid salaries officers for quarter..... | 999.96 |
| Total | \$ 97,962.46 |

Summary

| | |
|-----------------------------------------------------------------|-----------------------|
| Balance to credit of Association, June 30, 1921..... | \$1,421,936.90 |
| Received during July, August and September..... | 165,261.34 |
| Total | \$1,587,198.24 |
| Disbursed during quarter..... | 97,962.46 |
| Balance to credit of Association September 30, 1921..... | \$1,489,235.78 |

[SEAL]

WM. B. PRENTER, General Secretary-Treasurer.

Approved: W. S. STONE, President.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 859-862

SERIES T

Office of Association, Room 1136, B. of L. E. Bldg.
CLEVELAND, OHIO, November 1, 1921.

To the Division Secretaries L. E. M. L. and A. I. A.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500; \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 135, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid.

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Amt. of Ins. | To Whom Payable |
|--------------|--------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|----------------------------|
| 796 | Walter L. Merrill. | 46 | 61 | Mar. 28, 1906 | Sept. 5, 1921 | General paralysis. | \$1500 | Emma P. Merrill, w. |
| 797 | H. G. Lancaster. | 43 | 829 | Oct. 31, 1915 | Sept. 6, 1921 | Killed. | 4500 | Nannie Lancaster, w. |
| 798 | A. L. Moffett. | 46 | 430 | Nov. 29, 1910 | Sept. 13, 1921 | Pernicious anemia | 3000 | Edna E. Moffett, w. |
| 799 | Howard Lamberson | 54 | 145 | Feb. 25, 1908 | Sept. 13, 1921 | Carcinoma | 1500 | Eliza Lamberson, w. |
| 800 | Harry Blankenship | 59 | 198 | June 17, 1904 | Sept. 6, 1921 | Apoplexy | 1500 | Martha Roberts, s. |
| 801 | W. L. Elliott. | 31 | 781 | July 31, 1918 | Sept. 2, 1921 | Typhoid fever | 1500 | Jas. D. Elliott, F. |
| 802 | Frank H. Happy | 50 | 221 | Mar. 12, 1905 | Sept. 10, 1921 | Killed. | 4500 | Lizzie Happy, w. |
| 803 | Wm. Beaulne | 40 | 128 | Dec. 15, 1918 | Sept. 14, 1921 | Acute dilatation of heart | 1500 | Aurea S. Beaulne, w. |
| 804 | John F. Little | 60 | 469 | June 11, 1895 | Sept. 3, 1921 | Septicemia | 1500 | Annie A. Little, w. |
| 805 | Jas. Y. Davis | 39 | 10 | Oct. 28, 1920 | Aug. 20, 1921 | Suicide. | 1500 | Martha E. Davis, w. |
| 806 | Edwin L. First. | 54 | 428 | May 5, 1901 | Sept. 4, 1921 | Killed. | 750 | Lucy N. First, w. |
| 807 | R. G. Mahaffey | 57 | 343 | Oct. 1, 1897 | Sept. 2, 1921 | Endocarditis. | 3000 | Addie Mahaffey, w. |
| 808 | Geo. I. Howell | 70 | 15 | Oct. 30, 1897 | Sept. 1, 1920 | Blind left eye. | 4500 | Self. |
| 809 | Wm. L. Underwood | 45 | 850 | July 16, 1918 | Sept. 18, 1921 | Sarcoma of sacrum | 1500 | Bina C. Underwood, w. |
| 810 | John Manion | 60 | 608 | Mar. 30, 1887 | Sept. 14, 1921 | Apoplexy | 1500 | Anna M. Manion, w. |
| 811 | Andrew Ragle | 57 | 548 | July 23, 1900 | Sept. 15, 1921 | Myocarditis | 1500 | A. P. Ragle, b. |
| 812 | Wm. V. Harrington | 37 | 35 | Dec. 18, 1912 | Sept. 16, 1921 | Septic endocarditis | 3000 | Nellie T. Harrington, w. |
| 813 | Geo. J. Hart. | 40 | 421 | May 23, 1907 | Sept. 14, 1921 | Paralysis | 3000 | Nina E. Hart, w. |
| 814 | L. D. Irons | 42 | 664 | Jan. 13, 1921 | Sept. 18, 1921 | Diabetes | 1500 | Geraldine Irons, w. |
| 815 | M. S. Bennett. | 59 | 712 | June 3, 1907 | Sept. 17, 1921 | Killed. | 1500 | Ella B. Bennett, w. |
| 816 | Fred C. Lay | 42 | 199 | Mar. 21, 1910 | Aug. 19, 1921 | Acute laryngitis. | 1500 | Ida Lay, w. |
| 817 | Thos. R. Lea | 70 | 125 | Dec. 5, 1887 | Sept. 16, 1921 | Killed | 4500 | Georgie A. Lea, w. |
| 818 | W. H. Beeman. | 62 | 651 | Aug. 9, 1887 | Sept. 22, 1921 | Malignant tumor | 1500 | Lizzie S. Beeman, w. |
| 819 | Michael O'Driscoll | 50 | 286 | Feb. 21, 1909 | Sept. 23, 1921 | Heart disease | 1500 | Mary O'Driscoll, w. |
| 820 | Jas. Moody | 60 | 162 | June 18, 1900 | Sept. 18, 1920 | Blind right eye. | 1500 | Self. |
| 821 | J. S. McKenna | 61 | 121 | Nov. 24, 1909 | Sept. 24, 1921 | Myocarditis | 1500 | Frances E. McKenna, w. |
| 822 | C. W. Somerville | 46 | 757 | Jan. 19, 1908 | Sept. 21, 1921 | Uremic poisoning. | 1500 | Mary Somerville, w. |
| 823 | Wm. H. Horton | 31 | 574 | Jan. 11, 1920 | Aug. 25, 1921 | Killed. | 1500 | R. L. Horton, F. |
| 824 | Jas. Prouty | 65 | 283 | Nov. 28, 1900 | Sept. 23, 1921 | Heart disease | 3000 | Sarah Prouty, w. |
| 825 | Fred C. Day | 32 | 380 | Oct. 23, 1920 | Sept. 17, 1921 | Killed. | 1500 | Flora Day, w. |
| 826 | Wm. E. Beach | 39 | 117 | Mar. 13, 1910 | Sept. 21, 1921 | Valvular heart disease | 1500 | Mabel A. Beach, w. |
| 827 | J. A. Wallace | 63 | 442 | Dec. 24, 1899 | Sept. 16, 1921 | Carcinoma | 2250 | Wife and daughter |
| 828 | T. B. Twombly | 60 | 815 | Sept. 12, 1885 | Sept. 22, 1921 | Carcinoma | 3000 | Daughters. |
| 829 | W. T. Self | 47 | 432 | June 1, 1902 | Sept. 22, 1921 | Ulcer of stomach | 3000 | Jennie Self, w. |
| 830 | C. W. Fesenmeyer | 53 | 778 | July 2, 1899 | Sept. 18, 1921 | Suicide. | 750 | Anna A. Fesenmeyer, w. |
| 831 | John H. Spencer | 69 | 322 | Mar. 4, 1885 | Sept. 18, 1921 | Arterio sclerosis | 3000 | Margaretta Spencer, w. |
| 832 | W. P. Morrisette | 40 | 448 | Jan. 29, 1900 | Sept. 21, 1921 | Valvular heart disease | 4500 | Margaret J. Morrisette, w. |
| 833 | Jas. C. Meadows | 44 | 819 | Sept. 19, 1909 | Sept. 26, 1921 | Apoplexy | 1500 | Mary E. Meadows, w. |
| 834 | Chas. E. Culp | 36 | 735 | Sept. 18, 1920 | Sept. 30, 1921 | Hemiplegia | 1500 | Elizabeth Culp, m. |
| 835 | A. Johnson | 63 | 25 | Apr. 10, 1894 | Sept. 29, 1921 | Cerebral hemorrhage | 1500 | Ida M. Johnson, w. |
| 836 | A. L. Pittman | 45 | 738 | Nov. 8, 1908 | Sept. 26, 1921 | Appendicitis | 3000 | Wife and children |
| 837 | Wm. Roach | 51 | 426 | June 23, 1918 | Sept. 2, 1921 | Acute indigestion. | 1500 | Gertrude Adams, s. |
| 838 | W. R. Price | 64 | 83 | June 21, 1882 | Oct. 1, 1921 | Chronic myocarditis | 3000 | Fannie Price, w. |
| 839 | C. J. H. Brand | 34 | 88 | Jan. 15, 1920 | Sept. 28, 1921 | Killed. | 1500 | Mary F. Brand, m. |
| 840 | F. M. Harter | 37 | 250 | Apr. 13, 1918 | Oct. 7, 1921 | Killed. | 1500 | Mabel O. Harter, w. |
| 841 | David Slightam | 75 | 73 | Dec. 18, 1886 | Oct. 2, 1921 | Carcinoma | 3000 | Elizabeth Slightam, w. |
| 842 | C. A. Wohlford | 47 | 500 | Dec. 18, 1906 | Sept. 30, 1921 | Murdered | 3000 | Alice Wohlford, w. |
| 843 | Chas. Gray | 69 | 328 | Jan. 21, 1900 | Oct. 10, 1920 | Blind both eyes | 1500 | Self. |
| 844 | Edw. J. Smith | 60 | 343 | Sept. 2, 1906 | Sept. 23, 1921 | Right eye removed | 1500 | Self. |
| 845 | Jacob Lamott | 81 | 154 | June 11, 1883 | Oct. 2, 1921 | Asthma | 3000 | Anna M. Lamott, w. |
| 846 | Frank C. Hanes | 35 | 473 | Mar. 25, 1918 | Oct. 6, 1921 | Heart disease | 3000 | Bertha M. Hanes, w. |
| 847 | E. E. Jackson | 66 | 838 | Aug. 6, 1897 | Aug. 24, 1921 | Cerebral hemorrhage | 3000 | Margaret M. Jackson, w. |
| 848 | A. T. Lucas | 71 | 284 | Nov. 10, 1896 | Sept. 28, 1921 | Peritonitis | 3000 | Sarah Lucas, w. |
| 849 | Thos. Collins | 65 | 189 | Apr. 11, 1887 | Oct. 7, 1921 | Arterio sclerosis | 1500 | Ellen E. Collins, w. |
| 850 | Howard Ewan | 38 | 11 | Dec. 18, 1910 | July 27, 1921 | General peritonitis | 1500 | Emma Ewan, s. |
| 851 | G. D. Chamberlain | 59 | 88 | Mar. 5, 1902 | Sept. 3, 1921 | Suicide | 1500 | Children. |
| 852 | Nelson E. Luther. | 41 | 279 | Apr. 22, 1907 | Sept. 21, 1921 | Killed. | 4500 | Wife and sons |

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of Death or Disability | Amt. of Ins. | To Whom Payable |
|--------------|------------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|-----------------------|
| 853 | S. M. Carter..... | 85 | 104 | June 17, 1881 | Sept. 23, 1921 | Chronic nephritis..... | 3000 | Blanche Rodkey, n. |
| 854 | Albert Bugh..... | 72 | 25 | Dec. 5, 1886 | Oct. 1, 1921 | Arterio sclerosis..... | 3000 | Carrie S. Bugh, w. |
| 855 | Chas. E. Harrison..... | 55 | 583 | Dec. 9, 1904 | Oct. 5, 1921 | Nephritis..... | 3000 | Lillian Harrison, w. |
| 856 | Harry E. Jenks..... | 58 | 39 | Apr. 19, 1901 | Sept. 23, 1921 | Syphilis..... | 1500 | Anna Jenks, w. |
| 857 | Oswell Dillon..... | 70 | 605 | May 2, 1887 | Oct. 4, 1921 | Dropsy..... | 4500 | Wife and daughter |
| 858 | Ben Riley..... | 76 | 2 | Dec. 18, 1892 | Oct. 7, 1921 | Apoplexy..... | 3000 | Mary Riley, w. |
| 859 | Geo. J. Hill..... | 48 | 97 | Apr. 6, 1913 | Oct. 8, 1921 | Killed..... | 1500 | Minnie B. Hill, w. |
| 860 | M. Gerber..... | 42 | 421 | Mar. 5, 1908 | Oct. 8, 1921 | Killed..... | 3000 | Katharine Gerber, w. |
| 861 | F. C. Shotwell..... | 58 | 373 | June 23, 1890 | Oct. 11, 1921 | Chronic myocarditis..... | 1500 | Maria G. Shotwell, w. |
| 862 | J. R. Edwards..... | 50 | 416 | Feb. 3, 1902 | Oct. 13, 1921 | Apoplexy..... | 1500 | Ida M. Edwards, w. |

Total number of Death Claims

63 } 67

Total number of Disability Claims

4 }

Total amount of claims \$152, 250.00.

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If anyone can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, beneficiary of our late Brother J. J. Conrad; amount due, \$464.04.
 Mary Agnes Hayes, beneficiary of our late Brother, Wm. E. Hayes; amount due, \$732.00.

James Powers, beneficiary of our late Brother, Michael Powers; amount due, \$136.27.
 Mrs. Laura Thorp, beneficiary of our late Brother, F. B. Reynolds; amount due, \$1500.
 Mrs. J. A. Tanner, beneficiary of our late Brother, H. M. Robinson; amount due, \$1500.
 Jennie Showers, beneficiary of our late Brother, S. E. Ferguson; amount due, \$1436.50.
 John McGinnis, beneficiary of our late Brother, W. J. Kelley; amount due, \$1337.52.
 Henry Hein, beneficiary of our late Brother, John Hein; amount due, \$1481.40.

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1867, 1869, 1878, 1879, 1881, 1883, we would like to purchase them.

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, NINETEENTH AND GRAND AVE., DES MOINES, IOWA, or 1126 Engineers' Building, Cleveland, Ohio, and it will receive prompt attention.

THE B. of L. E. JOURNAL

OLD ADDRESS

Name

Division Number

Box or Street No.

P. O. State

NEW ADDRESS

Box or Street No.

P. O. State

Statement of Membership

For September, 1921.

| | | | | | | |
|---------------------------------------------------------------------------------|--------|---------|---------|---------|---------|---------|
| Classified represents | \$ 750 | \$1,500 | \$2,250 | \$3,000 | \$3,750 | \$4,500 |
| Total membership August 31st..... | 1,265 | 54,037 | 97 | 24,186 | 4 | 5,686 |
| Applications and reinstatements received during the month..... | | 127 | .... | 90 | .... | 32 |
| Total | 1,265 | 54,164 | 97 | 24,276 | 4 | 5,698 |
| From which deduct certificates terminated by death, accident or otherwise | 5 | 306 | .... | 86 | .... | 12 |
| Total membership September 30th.. | 1,260 | 53,858 | 97 | 24,190 | 4 | 5,686 |
| Grand Total | | | | | | 85,095 |

Financial Statement

Cleveland, Ohio, October 1, 1921.

Mortuary Claim Fund

| | | |
|-------------------------------------------------------|---------------|---------------|
| Balance on hand September 1, 1921..... | \$ 788,228.77 | |
| Received from assessments Nos. 632-35..... | \$201,977.23 | |
| Received from members carried by the Association..... | 1,614.35 | |
| Interest from Bank..... | 763.16 | |
| | \$204,354.74 | 204,354.74 |
| Total | | \$ 992,583.51 |
| Paid in claims..... | \$150,760.00 | |
| Canadian Bonds | 153,003.70 | |
| | \$303,763.70 | 303,763.70 |
| Balance on hand September 30, 1921..... | | \$ 688,819.81 |

Mortuary Expense Fund

| | | |
|-----------------------------------------|---------------|---------------|
| Balance on hand September 1, 1920..... | \$ 106,585.93 | |
| Bonds | 13,124.44 | |
| Received from fees..... | \$ 249.50 | |
| Received from 2% | 4,627.02 | |
| Interest from Bank..... | 31.21 | |
| | \$ 4,907.73 | 4,907.73 |
| Total | | \$ 124,618.10 |
| Expense for September..... | | 5,084.30 |
| Balance on hand September 30, 1921..... | | \$ 119,533.80 |

Surplus Mortuary Fund

| | | |
|-----------------------------------------|---------------|----------------|
| Balance on hand September 1, 1921..... | \$ 843,959.93 | |
| Bonds | 1,549,025.56 | |
| Received in September..... | \$ 23,135.34 | |
| Interest from Bank..... | 8,811.22 | |
| | \$ 31,946.56 | 31,946.56 |
| Total | | \$2,424,932.05 |
| Canadian Bonds | | 19,000.00 |
| Balance on hand September 30, 1921..... | | \$2,405,932.05 |

Indemnity Claim Fund

| | | |
|-----------------------------------------|---------------|---------------|
| Balance on hand September 1, 1921..... | \$ 225,482.66 | |
| Premium received | \$ 1,182.13 | |
| Interest from Bank..... | 764.83 | |
| | \$1,946.96 | 1,946.96 |
| Total | | \$ 227,429.62 |
| Paid in claims..... | | 18,750.85 |
| Balance on hand September 30, 1921..... | | \$ 208,678.77 |

Indemnity Expense Fund

| | | |
|-----------------------------------------|--------------|--------------|
| Balance on hand September 1, 1921..... | \$ 31,770.03 | |
| Received from fees..... | \$ 1.75 | |
| Received from 5% | 62.20 | |
| Interest from Bank..... | 8.72 | |
| | \$ 72.67 | 72.67 |
| Total | | \$ 31,842.70 |
| Expense for September..... | | 2,083.39 |
| Balance on hand September 30, 1921..... | | \$ 29,759.31 |

Special Notices

Found—Gold locket with B. L. E. emblem on one side and initials on other, found in the May Company Store, Cleveland, Ohio, during the B. L. E. convention. Owner can have same by writing 1124 B. of L. E. Building, Cleveland, Ohio.

OBITUARIES.

Chicago, Ill., July 4, paralysis, Bro. W. H. Sieber, member of Div. 10.

Chicago, Ill., August 19, shot, Bro. James Y. Davis, member of Div. 10.

Portage, Wis., September 19, accidentally electrocuted, Bro. John Maloney, member of Div. 13.

Indianapolis, Ind., September 29, paralysis, Bro. A. S. Johnson, member of Div. 25.

Terre Haute, Ind., October 1, softening of brain, Bro. Albert Bugh, member of Div. 25.

Denver, Colo., September 26, kidney trouble, Bro. A. J. Pope, member of Div. 29.

Port Byron, N. Y., September 16, septic endocarditis, Bro. Wm. V. Harrington, member of Div. 35.

West Springfield, Mass., September 28, cancer, Bro. C. F. Tyler, member of Div. 63.

Madison, Wis., July 18, old age, Bro. Peter Farmer member of Div. 73.

Madison Wis., October 2, cancer, Bro. David Silghtam, member of Div. 73.

Columbus, Ohio, September 10, heart disease, Bro. Michael J. Murtha, member of Div. 79.

Springfield, Mo., October 1, chronic myocarditis, Bro. Wm. R. Price, member of Div. 83.

North Platte, Neb., September 28, operation, Bro. Chas. J. H. Brand, member of Div. 88.

Marquette, Mich., September 23, apoplexy, Bro. Dan H. Mellon, member of Div. 94.

Altoona, Pa., September 23, Bro. Samuel M. Carter, member of Div. 104.

Mason City, Iowa, September 21, complication of diseases, Bro. Wm. E. Beach, member of Div. 117.

Indianapolis, Ind., September 24, heart failure, Bro. John S. McKenna, member of Div. 121.

Clinnton, Iowa, September 16, scalded, Bro. Thos. R. Lea, member of Div. 125.

Farnham, P. Q., Can., Sept. 14, heart failure, Bro. Wm. Beaulue, member of Div. 128.

New York, N. Y., September 13, cancer, Bro. H. Lambertson, member of Div. 145.

Howell, Ind., asthma, Bro. Jacob Lamott, member of Div. 154.

Cedar Rapids, Iowa, abscess, Bro. W. L. Champlin, member of Div. 159.

Hoboken, N. J., September 15, killed, Bro. Joseph Hendricks, member of Div. 171.

Bellville, Ont., October 7, arterio sclerosis, Bro. Thos. Collins, member of Div. 189.

Norfolk, Va., September 6, apoplexy, Bro. Harry Blankenship, member of Div. 198.

Tacoma, Wash., August 2, cancer, Bro. Wm. J. Emerson, member of Div. 200.

Albany, Ga., September 6, Bro. C. L. Conoly, member of Div. 210.

Montpelier, Ohio, October 7, anemia, Bro. H. C. Niemeyer, member of Div. 218.

Huntington, Ind., September 10, killed, Bro. Frank H. Happy, member of Div. 221.

Fort Dodge, Iowa, September 20, paralysis, Bro. J. W. Francis, member of Div. 226.

Bingham Canon, Utah, September 23, killed, Bro. Chas. O. Needham, member of Div. 228.

Sunbury, Pa., October 9, killed, Bro. Francis M. Harter, member of Div. 250.

Mandan, S. D., September 21, killed, Bro. N. E. Luther, member of Div. 273.

Oakland, Cal., September 23, fatty degeneration of heart, Bro. J. Prouty, member of Div. 283.

Grand Rapids, Mich., September 23, heart trouble, Bro. Michael O. Driscoll, member of Div. 286.

Medicine Hat, Alta, Can., September 18, cancer, Bro. John H. Spencer, member of Div. 322.

Augusta, Ga., September 18, cerebral hemorrhage, Bro. W. S. Hall, member of Div. 323.

Buffalo, N. Y., October 4, cancer, Bro. S. J. Collins, member of Div. 328.

Sayre, Pa., September 17, killed, Bro. Fred C. Day, member of Div. 380.

Buffalo, N. Y., September 14, paralysis, Bro. George J. Hart, member of Div. 421.

Chicago, Ill., September 4, killed, Bro. E. L. First, member of Div. 428.

Trinidad, Colo., September 13, pernicious anemia, Bro. Albert J. Moffett, member of Div. 430.

Birmingham, Ala., September 22, ulcers of stomach, Bro. W. T. Self, member of Div. 432.

Brownville Junction, Maine, September 10, leakage of heart, Bro. E. R. Williams, member of Div. 440.

Malden, Mo., September 16, cancer, Bro. J. A. Wallace, member of Div. 442.

Midlothian, Va., September 21, heart failure, Bro. W. P. Morrisette, member of Div. 448.

Ottawa, Ont., September 3, septic poisoning, Bro. John F. Little, member of Div. 469.

Beverly Hills, Cal., October 3, paralytic stroke, Bro. Wm. H. Young, member of Div. 475.

Highland Park, Ill., September 15, myocarditis, Bro. Andrew J. Rige, member of Div. 543.

Winnipeg, Man., October 4, bright's disease, Bro. C. E. Harrison, member of Div. 583.

Estherville, Iowa, October 4, Bro. O. Dillon, member of Div. 605.

Lakehurst, N. J., September 14, apoplexy, Bro. John Manion, member of Division 608.

Toledo, Ohio, September 22, malignant tumor, Bro. W. H. Beeman, member of Div. 651.

San Luis Obispo, September 18, Bro. L. D. Irons, member of Div. 664.

Paragould, Ark., April 18, Bro. C. E. Hutcheson, member of Div. 674.

Jeffersonville, Ind., September 17, killed, Bro. M. S. Bennett, member of Div. 712.

Columbiana, Ohio, September 30, Hemiplegia cerebro, Bro. Chas. E. Culp, member of Div. 735.

Lethbridge, Alta., Can., September 27, rheumatism, Bro. J. R. Young, member of Div. 750.

Youngstown, Ohio, September 24, leakage of heart, Bro. C. J. Somerville, member of Div. 757.

Chicago, Ill., September 22, cancer, Bro. Thos. B. Twombly, member of Div. 815.

Rocky Mount, N. C., September 26, apoplexy, Bro. J. C. Meadows, member of Div. 819.

Springfield, Mass., September 18, cancer, Bro. Wm. Lee Underwood, member of Div. 880.

Salt Lake City, Utah, Wanetta Ladd, daughter of Bro. George Ladd, Div. 713, and Mrs. George Ladd, G. I. A. Div. 108, and sister of Bros. G. B. and Frank Ladd, members of Div. 713.

ADMISSION BY TRANSFER CARD.

Into Div.

- 5-D. J. Killingbeck, from Div. 399.
- 29-W. L. Tapp, from Div. 769.
- 58-Herbert E. Wilbur, from Div. 709.
- 73-Thos. Gallagher, from Div. 618.
- 77-F. B. Childs, from Div. 589.
- 89-W. L. Dutil, from Div. 558.
- 90-Frank Leiby, from Div. 75.
- 96-W. H. Crawford, from Div. 745.
- 111-E. Ireland, from Div. 843.
- 186-Jas. E. Shaughnessy, from Div. 430.
- 188-H. J. Clark, from Div. 240.
- 191-A. G. Downing, H. A. Morse, E. J. Saxby, from Div. 64.

- E. H. Richmond, from Div. 112.
- 210-D. A. Grimmsley, from Div. 322.
- 218-A. H. Ballard, from Div. 33.
- 272-Wm. H. Laffin, from Div. 257.
- 295-David Marshall, from Div. 658.
- 298-Kent Stafford, from Div. 260.
- M. V. Garrett, from Div. 565.
- 309-J. M. Hall, from Div. 198.
- 363-J. R. Offitt, from Div. 788.
- 376-C. O. Gieger, from Div. 601.
- 396-J. E. Magrath, from Div. 234.
- 399-I. O. Cooper, from Div. 833.
- 406-E. S. Spanogle, from Div. 287.
- 441-Alfred Hunt, from Div. 46.
- 492-C. E. Lowery, from Div. 4.
- 498-E. D. Mitchell, from Div. 706.
- 520-H. Puckett, from Div. 682.
- 524-G. S. Hager, W. O. Martin, A. J. Strong, from Div. 445.

- 530-D. C. Satterfield, from Div. 857.
- 531-G. H. Foretich, from Div. 140.
- 553-A. E. Staples, from Div. 818.
- Theo. Burgess, from Div. 825.
- 619-E. E. Yeager, from Div. 626.
- 662-John F. McNeil, G. C. Stevenson, from Div. 398.

- 667-J. J. Hicks, from Div. 243.
- 715-A. R. McNevin, from Div. 818.
- J. Maxwell, from Div. 832.
- 720-C. P. Colvin, from Div. 296.
- 721-J. S. Cullum, G. J. Westphal, from Div. 578.

- 738-O. C. Justice, from Div. 187.
- 737-D. W. Miller, from Div. 715.
- 748-Geo. W. Benson, from Div. 591.
- 764-W. E. Davis, from Div. 463.
- 773-O. H. Bryan, C. Jacobes, O. M. Jullerat, from Div. 800.

- 800-T. N. Golithan, J. B. Walters, from Div. 773.
- 818-Geo. A. Hartwell, F. Parsons, from Div. 825.

- 819-H. H. Duke, from Div. 557.
- 820-J. H. Hurley, from Div. 209.
- 849-Abram Wade, from Div. 771.
- 852-J. Bertrand, J. Stewart, from Div. 837.

- 854-L. H. Nicholson, from Div. 516.
- A. R. Hurst, from Div. 715.
- 855-W. J. Croteau, from Div. 818.
- W. J. Watley, from Div. 715.
- 867-Thos. D. Kelly, from Div. 205.

Into Div.

885-A. Belliveau, E. Pelletier, J. H. Robinson, from Div. 91.

891-H. R. Butt, H. J. Butler, R. E. Bunch, C. O. Barco, H. Bobbitt, W. T. Basnight, J. R. Briggs, S. J. Burnham, T. C. Ellis, R. E. Elliott, O. S. Flanagan, H. A. Foy, N. L. Ferratt, J. T. Green, E. A. Gettel, J. P. Harris, J. E. Howell, W. E. Harris, B. T. Jenkins, E. D. Jennings, W. H. Lambert, W. J. Lockwood, Clyde Miller, S. J. Mills, D. F. Padgett, C. W. Parsons, J. B. Phelps, L. W. Pigett, A. P. Reid, M. F. Rose, R. M. Sawyer, E. C. Sadler, A. L. Simmons, W. T. Sawyer, B. F. Sivills, J. R. Slade, E. L. Smithson, J. T. Toler, from Div. 456.

891-B. W. Tunstall, W. A. Tunstall, W. B. Tunstall, W. R. Stafford, J. B. Weisiger, J. B. Warren, P. H. Winston, from Div. 456.

892-Michael Auer, C. H. Batey, Perry Brown, C. E. Chesbro, F. M. Davis, J. T. Dodgen, W. T. Doran, D. D. Dunlap, W. F. Evans, R. L. Fry, J. T. Glass, L. H. Graham, F. E. Holm, C. F. Johnstone, Ray Kegley, R. A. McLean, C. R. Moore, W. H. Morris, Harry O'Brien, M. P. Pugh, E. J. Roddy, F. J. Shipley, C. E. Shinn, Claude Sweem, W. M. Taal, Alex. Thomas, from Div. 236.

WITHDRAWALS

From Div.

- 252-A. M. Hillard
- 325-F. J. Anderson

From Div.

- 582-John Wallner
- 599-J. E. Sullivan

REINSTATEMENTS

From Div.

- 47-M. H. Covill
- 77-John F. Lyman
- 177-R. L. Hendricks
- 233-Geo. F. Rafensberger
- 236-T. D. Murphy
- 238-L. G. Raynor
- R. J. Smith
- 239-J. R. Boyd
- 323-L. Kidwell
- 345-R. T. Emery
- 394-Chris Holtzfeld

From Div.

- 408-C. G. Kern
- 464-I. S. Funderwhite
- 495-F. S. Grizzard
- 553-A. S. Wilson
- 562-H. Vannan
- 656-P. G. Kalde
- 675-Jay Rose
- 735-G. L. Cable
- 818-Alexander Ross
- 824-L. B. Swearingen
- 878-A. W. Hockin

EXPELLED

For Non-Payment of Dues

From Div.

- 34-S. J. Belt
- George W. Lossie
- Myron A. Miller
- 103-Arthur Barker
- 139-C. A. Calvit
- 194-W. W. Williford
- J. L. Willard
- L. G. Smith
- M. H. Dozier
- 195-C. W. Foster
- 212-Howard Yost
- 293-G. W. Thomas
- 376-Robert Hess

From Div.

- 419-Thos. Grandner
- John Hillman
- A. B. Wrigley
- 423-G. E. Wilson
- 433-S. E. Ruggles
- 440-J. G. Bennett
- 493-C. O. Bollman
- 495-W. J. Carr
- 534-C. O. Robush
- 619-John Speckock
- 634-James E. Anderson
- 648-R. W. Beck
- 668-R. E. Lutz
- 786-A. A. Jarrell

For Other Causes

From Div.

- 8-C. S. Horner, forfeiting insurance.
- 14-F. A. Foley, forfeiting insurance.
- 20-Wm. T. Taylor, forfeiting insurance.
- 24-O. A. Reed, forfeiting insurance.
- 31-Alex Chamberlin, forfeiting insurance.

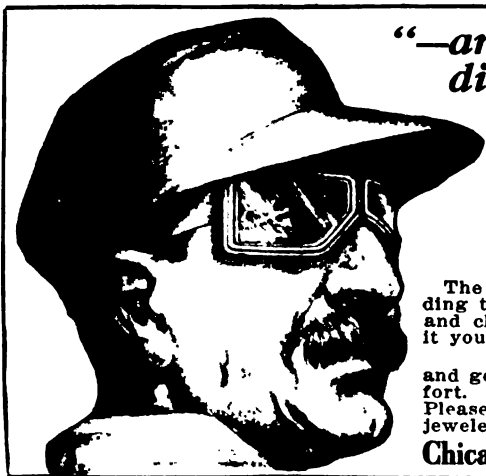
From Div.

- 55—Geo. E. Wilson, forfeiting insurance.
 66—Wallace G. Mann, forfeiting insurance.
 89—Chas. Frothergill, G. V. Orange, forfeiting insurance.
 90—W. H. Berger, J. H. Miller, J. H. Somers, Allison Wesley, violation of obligation.
 101—B. W. Hutchison, W. T. Hanger, W. C. Harford, forfeiting insurance.
 108—W. C. Devanny, J. T. Myer, M. W. Redpath, Geo. Stewart, forfeiting insurance.
 109—R. E. Manson, forfeiting insurance.
 134—C. M. Bledsoe, Wm. A. Day, forfeiting insurance; T. N. Barsaloux, forfeiting insurance and not corresponding with Division.
 140—G. A. Lemp, forfeiting insurance.
 162—Fred Riley, forfeiting insurance.
 182—C. S. Trichel, forfeiting insurance.
 186—R. C. McMinn, forfeiting insurance.
 193—Wm. E. Shelnutt, forfeiting insurance.
 219—E. K. McCloran, forfeiting insurance.
 221—H. D. Mankin, forfeiting insurance.
 228—Jas. A. Crump, L. T. Myers, John Newey, O. O. Robinson, forfeiting insurance.
 232—F. E. Towsey, R. E. Williams, forfeiting insurance.
 235—J. F. Tratter, forfeiting insurance.
 240—Geo. E. Seegmiller, forfeiting insurance.
 261—G. E. Cooper, violation of Sec. 51, Statutes.
 277—J. A. Crader, forfeiting insurance.
 281—E. L. Milstead, forfeiting insurance.
 294—J. F. Raisch, forfeiting insurance.
 295—P. E. Carmichael, Arthur James, forfeiting insurance.
 296—G. C. Cesner, C. H. Novinger, forfeiting insurance.
 322—R. T. Johnson, forfeiting insurance.
 325—L. H. Gilkey, C. A. Sizer, forfeiting insurance.
 327—R. E. McAlone, L. P. Metcalf, forfeiting insurance.
 328—F. J. Baldus, forfeiting insurance.
 351—R. H. Comer, forfeiting insurance.
 369—E. C. Kelley, forfeiting insurance.
 370—P. K. Bowman, forfeiting insurance.
 373—J. L. Myers, G. H. Waterhouse, forfeiting insurance.

From Div.

- 394—Miles Boring, forfeiting insurance.
 419—Jos. Aust, forfeiting insurance.
 432—S. T. Bachus, forfeiting insurance.
 441—W. C. Marden, J. D. Mitton, forfeiting insurance.
 457—A. V. Smith, forfeiting insurance.
 459—Ora Blizzard, H. W. Fletcher, Herr, A. H. Kuntz, forfeiting insurance.
 467—B. W. Johnson, forfeiting insurance.
 507—J. A. Counts, A. C. Dickson, forfeiting insurance.
 514—T. R. Gwynn, forfeiting insurance.
 541—James Conte, forfeiting insurance.
 576—J. N. Breyer, forfeiting insurance.
 583—W. B. Best, S. T. Starr, violation of obligation.
 590—F. E. Gallant, forfeiting insurance.
 606—W. F. Atwood, forfeiting insurance.
 631—J. F. Burns, M. Calhoun, forfeiting insurance.
 634—J. C. Casada, R. L. Ferguson, forfeiting insurance.
 648—J. M. Harris, violation of obligation.
 659—J. F. Kane, forfeiting insurance.
 667—W. D. Gervan, forfeiting insurance.
 674—T. A. Echols, violation of obligation.
 685—A. N. Short, forfeiting insurance.
 692—J. C. Anton, Robt. Rostron, forfeiting insurance.
 696—R. L. McKelvey, W. E. Power, forfeiting insurance.
 743—T. W. Preas, forfeiting insurance.
 749—D. P. Johnson, forfeiting insurance.
 757—H. Boyles, R. H. Doonan, G. L. Warner, forfeiting insurance.
 767—G. B. Stoll, forfeiting insurance.
 779—Harry Huddleston, violation of obligation.
 784—J. C. Clark, forfeiting insurance.
 786—E. L. Woodell, forfeiting insurance.
 810—W. E. Brown, forfeiting insurance and not corresponding with Division.
 814—J. F. McCrum, forfeiting insurance.
 832—S. R. Marland, forfeiting insurance.
 858—W. N. Bolen, H. E. Fowler, F. Gammill, H. Hopkins, H. J. Peterson, U. E. Stevens, S. W. Turnig seed, forfeiting insurance.
 882—George M. Bradley, forfeiting insurance.

The expulsion of Bro. R. H. Packard from Division 345, which appeared in the September Journal, was an error in reporting to the Grand Office.
 W. H. Rogers, S-T Div. 345.



“—and did not get a particle of dirt in my eyes!”

Mr. E. J. Holtz, B. L. E., 636 Leicester Court, Detroit, Mich., writes as follows: “Received my glasses. Am very much pleased with them. I back up 17 miles against heavy wind. Du dirt was fierce and did not get a particle of my eyes. Enclosed find M. O. for \$1.50 for of No. 222 for my fireman. Saw your ad in of L. E. Magazine.”

You, too, can enjoy this comfort

The No. 222 has aluminum frames, silk chenille lining that feels fine on the face and makes a perfect and clear lenses. If you break a lens you can fix it yourself.

SEND ONLY \$1.50 TODAY

and get a pair of these No. 222s and know real comfort. Your money will be refunded if you don't like. Please send us the name of your watch inspection jeweler.

Chicago Eye Shield Co. 2304 Warren Ave. Chicago

HARVARD COLLEGE
AUG 7 1922

Sec 1251

LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00

The Labor Spy—By Sidney Howard—In the
New Republic

Register and Vote

By H. E. Wills—A. G. C. E. and Legislative Representative

Current Comment—By The Editor

Testimony of Grand Chief Stone Before the
U. S. Railroad Labor Board at the Chicago
Conference, October 26th, 1921

Congressman Huddleston Asks Reinstatement
of A. B. and A. Employees

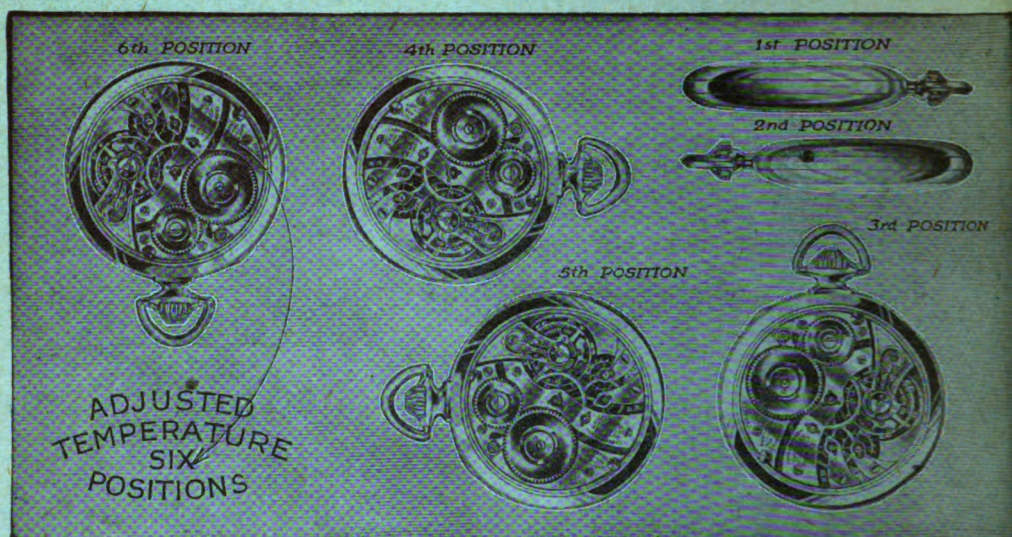
Mac Arthur's Cartoons

Published Monthly at 19th and Grand Ave., Des Moines, Iowa

VOL. 55

DECEMBER 1921

NO. 12



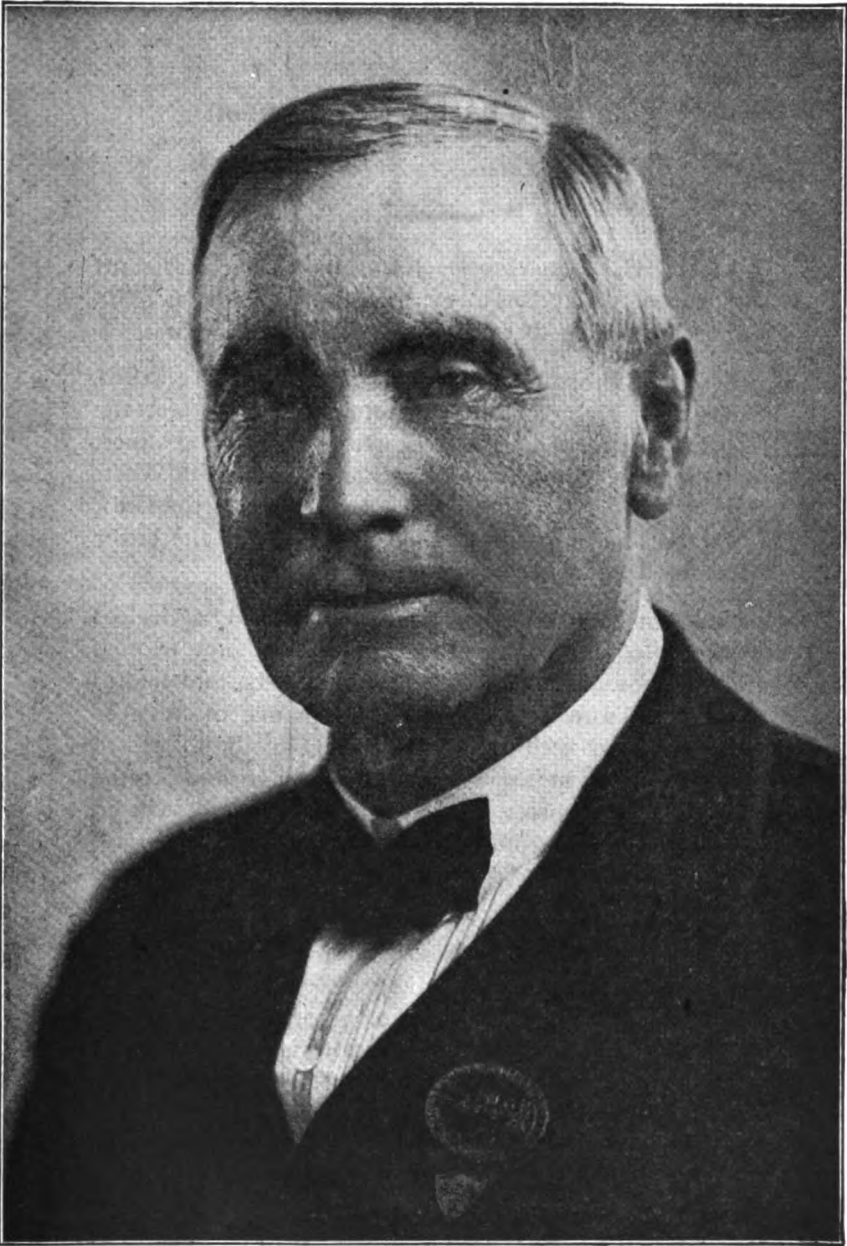
These Six Position Adjustment of the **SANGAMO SPECIAL** and **BUNN SPECIAL**

Illinois Railroad Watches together with short discussions of other interesting time subjects will be found in our new 52 page booklet entitled

Illinois Watches and Their Makers

We will be glad to send you a copy. Write for it.

ILLINOIS WATCH COMPANY
Springfield, Illinois



BRO. C. D. JOHNSON
Formerly Acting Assistant Grand Chief Engineer
Died October 19, 1921

Brother Charles D. Johnson

Acting Assistant Grand Chief Engineer

BROTHER Charles D. Johnson, Acting Assistant Grand Chief Engineer, died at his home in Alta Loma, Texas, on October 19, 1921, aged 67 years.

Brother Johnson's railroad career dates back to 1870, when at the age of 16 he commenced firing on the "Rock Island" road. He later worked on various lines, including the Great Northern, Southern Pacific, Western Gulf, West Texas and Pacific and latterly the Gulf, Colorado and Santa Fe, taking service with the latter company in 1883.

Being a man of keen observation, and a tireless worker, Brother Johnson gained a broad view of men and things concerning them in his travels, and he applied that knowledge in his performance of duty as an engineer as well as in his conduct of the affairs of the men whom he served as General Chairman for the fourteen years prior to his appointment by Grand Chief Stone to the position of Acting Assistant Grand Chief Engineer in November, 1920, a position which he filled with rare ability.

Brother Johnson was also a member of the Board of Trustees of the B. L. E. insurance and was actively interested in every branch of our organization. It may be said he grew up with the Brotherhood, and knowing him as we do we may justly say that its present stable condition is largely due to the untiring energy and self-sacrifice of men of the type of Brother C. D. Johnson.



LOCOMOTIVE ENGINEERS JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917. Authorized on August 11, 1921.

Published Monthly at 19th and Grand Ave., Des Moines, Iowa, by the E. of L. E.
C. H. SALMONS, Editor and Manager 1124 B. of L. E. Building, Cleveland, Ohio

Volume 55

DECEMBER 1921

Number 12

The Labor Spy
BY SYDNEY HOWARD, in *"The New Republic."*

(Continued from October Issue.)

How the spy is recruited, how he is trained and what manner of man he is—these facts are all essential to a complete picture of the industrial spy system.

You will find such an advertisement as the following (taken from the *New York World*) in almost any paper during a period of labor difficulty:

***BOILER MAKERS
MOLDERS
METAL WORKERS
AND POLISHERS**

We want smart, uptodate men who are skilled in the above mechanical lines to represent us permanently as efficiency workers, but those who make application must be able and willing to absent themselves from their homes whenever they are required to do so because our work extends all over the country. Mechanics who can qualify as tradesmen will be taught how to do our work as they go along and will receive better pay than they have been earning right from the start and will be allowed all their living and traveling expenses as well, thus being in a position to save all their wages. In replying do not fail

*This particular advertisement proved, upon investigation, to be that of the National Manufacturers' Syndicate, an alias for the employment department of the Sherman Service Inc., which is also known as the National Mutual Service Co.

to state all your qualifications as to how much mechanical experience you have, whether you are American or foreign born, what languages you speak and besides the languages of this country and be sure to give your phone number, if you have one, and your correct address, because you are assured that your application will be considered and answered.

This is the typical agency advertisement for employees. It is invariably to be recognized by the assortment of trades, the phrase "up-to-date," and the information desired on the linguistic ability of the applicant.

A Paterson silk weaver, for the moment become an industrial investigator, answered a similar advertisement. His experience, although not dramatic, nevertheless provides an accurate account of the spy recruiting system.

I am a silk worker and a member of the Paterson Local of the Amalgamated Textile Workers . . .

During the slump season in the spring of 1920, I was thrown out of work and decided I would have to look for a job elsewhere if I could.

One morning in May I saw an ad in the *New York World* which read: Wanted experienced men on board silk and ribbon. State age, experience and nationality . . .

I wrote to the box indicated and received a reply from the Eastern Engineering and Contracting Company,*

*Really the Corporations Auxilliary Co., under alias.

291-295 Broadway, New York City. It enclosed my letter answering the ad and told me to bring this letter, as well as the one from him to me, to his office.

I went to the address given the next day. It was a fine office with about ten stenographers and looked very efficient. I handed both letters to the man at the door and found that 'they were glad to give an interview' . . .

While waiting in the outer office I talked with a Negro who was also answering an ad for workers. His ad called for wood workers and he was a wood worker.

Finally my turn came and I found myself facing * * * a quiet looking business man somewhat kindly in appearance.

He looked over the letters carefully. Then he asked 'Where did you work last?' I told him I had worked most of the time in the New England States.

'Did you ever work in Paterson, Passaic or Allentown, Pennsylvania?'

I replied that I had never worked in either Passaic, New Jersey or Allentown, Pennsylvania, but that I had worked in Paterson.

"Where did you work last?"

I told him. * * *

He seemed to be sizing me up and thinking very hard. Then he said: "We want to send you to a job to work at your trade. Besides working at your trade you will be there to investigate the sentiment of the workers toward the employer, what they say is unsatisfactory in the shop, their attitude towards radicalism, Bolshevism and such things. You will be expected to make a report in writing every night and send it to me." * * *

I asked him how much I would get for the job.

"* * * We will send you into a shop. You will receive the regular wages the workers are earning there. Besides that you will get fifty dollars a month from the office."[†]

"Where will you send me?" I asked, keeping as calm as I could.

"Either to Paterson or Passaic. Did you ever work like this before? Do you

think you would like to try it? Do you think it would suit you?"

I told him I thought I would try it.

He then told me to go home and write him a sample daily report putting down the best I could on paper what I had done that day. "Mail this to me," he said, "and from that I will be able to determine whether you will be the one suited to do the work I have outlined. As soon as we have received this report from you we will let you know what we want you to do and where we want you to begin your work."

I promised I would send him a report that night which I did. However, I have not yet heard from him.*

It cannot be said that all spies are recruited through newspaper advertising. The United States Steel Corporation recruits its secret service chiefly from the ranks of its inspection force, the railroads largely from the railroad police. A worker will oftentimes find himself tricked to espionage through a reward which is given him by his boss for some little information he has given, perhaps unwittingly. A check presented and endorsed by the worker is a lever of blackmail for the corporation, which can threaten an exposure before the union. This practice is quite common. More common still is the bribery of the union official. It is impossible to state to what lengths this may go. It is certain that the labor movement is too often and too reasonably distrustful of its officers.

The worker who answered the advertisement quoted above was more fortunate than the silk worker of Paterson and, without becoming a spy, took the complete correspondence course of training for the Sherman Service. The text of this course is very long and extremely uninteresting. A man might have followed it completely through without so much as suspecting what the actual meaning of his work would be. Only a few parts are of any interest and they seem significant only as illustrating the pains with which the industrial

[†]The usual rate of payment is the difference between a set sum guaranteed by the agency and the wages paid to the spy by the client for the work he actually does as an ordinary worker. The ordinary operative is guaranteed \$125 a month for service in an unskilled trade.

*To the credit of the agency's psychological astuteness be it said that although this worker's first report was carefully supervised by the officers of his union, the ruse had not, in this instance any effect whatever. This is a ruse often employed by labor unions to gather espionage information. The worker, however, having come once into contact with the spy system, is not often trusted afterwards by the union.

detective disguises both aims and methods even to his own initiates.

The preliminary eloquence makes espionage seem almost altruistic.

There is nothing about your relationship with your fellow-craftsman which can be considered underhanded or deceitful. Your mission is to aid and assist such men and not to spy upon them and try to find out something about them or their doings which would get them into disfavor or disrepute with the employer. * * *

* * *

Your purpose in going among your own class of mechanics or fellow workmen in any line where it seems your work can be most effective, is to build up the morale of whatever plant you are assigned to, to set a good example to the workmen in that plant both by your individual actions and your spoken words.

* * *

You are given an assignment for the purpose of making observations as to the individual and collective habits of the employees, but are certainly not assigned to mingle with them for the purpose of tattling or spying upon any of them.

* * *

Follows the application blank:

"What are your sentiments toward Socialism? Toward Bolshevism? Toward Labor Unions? If a member of any Labor Union or Socialistic Order, give the name and address. Did you ever, or do you now, hold any office in same? How often do you attend meetings? If not now a member, why did you leave? Do any of your relatives belong to any such organizations? Give relationship and name of Order. What is their attitude? What do you believe to be the underlying causes of industrial misunderstanding? What could be done by the employer or employees to remedy this? Would you be will to work hard, faithfully, and do more than an ordinary day's work to help Americanize or Canadianize the foreign workers and establish friendly relations between employer and employees?

Applicant's Signature.

But, in the instructions to the operative, the melodrama again becomes the thing.

As our employee you will be known and called "Representative." * * *

You will be designated by a number under which you will be known to us only and which you will employ when signing communications, expense accounts, and all other documents excepting telegrams.

As your mission is to be considered confidential absolutely you must follow our directions relative to divulging your real vocation or business to any one.

The rules and regulations of our organization exclude even one's closest friends and families from any knowledge as to the details of any assignments a representative may receive.

* * *

All necessary expense on an assignment will be advanced by us.

When actively engaged on an assignment it will be your duty to make up and mail in a detailed written account for each day, in which you will set forth the time you began work, when you discontinued, what you actually did, what you saw, and what you heard in connection with the particular assignment you were engaged on. * * *

If you are assigned to work in a factory, you will be treated the same there as any other worker, and you will be placed on the factory payroll in accordance with the work which you do there. The money which you receive as salary by the factory will be charged to your account. * * *

In referring to any worker or person give that person's name or working number, if you know it, otherwise, give a detailed description of him so as to aid us in identifying him.

You will receive frequent instructions from us relative to the work you are doing, which instructions you are to mail back to us together with envelope in which it was sent you as soon as you have carefully read them over and understand what they mean. You are not to destroy them or keep them on your person over twelve hours * * *

You are not, under any circumstances, to use the telephone in connection with this business from the town or city in which you may be employed, unless it has over 50,000 population, otherwise you are to proceed to a nearby city or town of reasonable size, and at least five miles beyond the outskirts of the town in which you are employed.

Should it be necessary for you to phone frequently, you are not to use the same telephone station, and at no time are you to talk over an open phone, and if out of town, you are to have charges reversed. Do not give the name of the organization.

In mailing your daily communications to us, you are to take care that no one observes you and that the postoffice clerks do not see the specific letter which you yourself deposit in the mails. * * *

The rules and regulations of our organization forbid you to make known to "any one" your connection either with us or in this business, unless under specific directions from any official of the organization.

* * *

Our system of carrying on our work frequently requires that many representatives unknown to each other, are engaged in the same factory at the same time. Therefore, you are not to approach or speak to any of them regarding your business, should you know them to be representatives, unless specifically directed to do so by your official. You must not indicate that you know who they are, neither must they indicate that they are aware of who you are. The best way to do is to ignore them entirely. Do not violate this rule at any time.

* * *

The employer, to whose plant we send you, and who pays us to represent him, is known as the client. You must never communicate with the client, even if his identity is known to you, unless definitely instructed to do so by your officials.

Act naturally, employ common sense with relation to anything you do, and live strictly in accordance with your apparent earnings. You would not show much common sense in claiming to be a worker and yet live at a good hotel and spend money freely. Such actions would attract attention at once and would ruin your chances of making your work successful. * * *

Get a rooming place the same as any other worker would, but be sure and get a room for yourself. Do not share it with others, as the presence of an outsider would materially interfere with the writing of your confidential com-

munications, and the making up of your expense accounts.*

In all this secrecy there is exactly one mention of any policy on labor unionism.

"It is not their (The * * * Company's) desire to promote either unionism or non-unionism, but it is their purpose to create and maintain an open-mindedness among the working classes relative to the relationship between capital and labor.

Nothing, it would seem, makes the conscious position of the industrial detective so clear as this disguise of his business to the very men he is seeking to employ and to train. It is more complete than his disguise of method from the prospective client.

One axiom of recruiting may be established. Whatever the method, the basis must be corruption. The most useful quality the industrial detective has to offer in his personnel must necessarily be dishonesty.

We quote from the testimony of Tobias Butler given during the same Philadelphia hearings from which we have gleaned so much already:

"They told their clients they employed skilled representatives which it took them months to educate, whereas, as a matter of fact, they took these individuals from the street, put them in men's plants and charged them full rate of service. Many of them were found to be loafers and to commit crimes while assigned to operations."

This would seem to deny the course of training. It is the record of an emergency; the same witness continues:

*Summary of instructions to an operative of the Corporations Auxiliary Company: Try at all times to find out who is a member of a labor organization. Report same at once in your daily report. Be a good mixer. Mingle with the fellows in the noon hour, in the factory and in the street car. Try to find out how they feel, if they are dissatisfied or if they are satisfied with their jobs. Try to find out if they urge other fellows to join their organization. Be always on your guard. Do not display too much money, but don't be a miser. Be willing to spend a few cents for a drink if it will make a man talk. In the organization where you are a member, try to get as popular as you possibly can. Try to hold as many and as high offices as you can. Try always to keep in close touch with other officers of your organization, in particular with the business agents.—Affidavit of Philip Schaeffer, one time operative of the Corporations Auxiliary Company.

"In the Philadelphia Cigar Manufacturers' job I had to pick nineteen men off the street through advertisements in the newspapers out of a total of twenty-two who went on the operation * * * The A. D. Kirschbaum operation was on at the same time and we couldn't get representatives for that. We were getting them through advertisements in the newspapers. There were supposed to be twenty well trained men and out of the twenty we could get only four."

A damaging description of the spy not easily to be denied. We shall look more closely yet into the character of the men who do the actual work of this business.

(To Be Continued.)

Appeal to the College Students of America

The above is the heading of a circular letter sent to the students of the various colleges throughout the country. The circular which speaks in unmistakable terms reveals a decided change in the regard in which the workers in overalls are held by modern college men. It also plainly shows that the right of truth is penetrating into the innermost recesses of our country; into places where it has long been excluded, for much of the prejudice that labor must contend against at the present time is the result of seed sown in the minds of the college students of another day.

The appeal to the college students follows here:

ARE YOU GOING TO HELP DEFEAT THE RAILROAD STRIKE?

The group who sign this communication to the men college students of America are all college graduates. They are interested in social and industrial problems; they are jealous of the welfare of the nation, of the good name of American colleges.

Students in many of the colleges are declaring their readiness to take the place of the strikers in the event the strike becomes a reality. It seems like good sport to fire an engine or throw switches for a few days. Newspapers and employers will applaud you for doing so.

But remember that when you do so you are taking the places of men who expect to follow these occupations all

their lives, who have to support their families from their earnings. Ask yourselves whether you would be willing to work permanently at the jobs, under the conditions and for the wages which these men will be forced to accept if the strike is lost. If not, is it good sportsmanship to help the employers defeat them? It may be sport, but is it sportsmanlike?

When you help these employers you are throwing in your lot with the rich and powerful against those who have no other defense than their collective power to cease to work.

The wages of these men are very low. Section men receive only \$1,049 a year. Sixty thousand men among the strikers of one craft alone—the trainmen—receive only 1,800 a year. Many thousands of others make no more than \$1,600, others no more than \$1,200. Is this enough? How many of you could receive a college education if your fathers received wages like these? The United States Bureau of Labor Statistics gives \$2,226.47 as the minimum amount necessary to maintain a normal family in health and decency.

Wages were reduced last July. Now the railroads want to reduce them still more. In addition they are attempting to break down agreements gained by the workers during the war on upwards of 75 railroads.

Operating expenses could be cut down to a point where no wage reductions would be necessary, if the employers had a genuine conception of public service. Instead they waste a billion dollars a year through operating inefficiency. The government guarantees the owners 5½ per cent return on investments which include millions of dollars worth of watered stock. What are the workers guaranteed?

This strike is a serious matter to the men who have called it. It involves their whole livelihood and it would not have been called unless they believed they had real grievances. Do you know what these grievances are? Do not rely on the newspapers for the whole story. Find out the issues involved, and then act, when you are sure.

If you want to know more, write to the address below.

Roger Baldwin, Harvard '05; Toscan Bennett, Yale '98; A. L. Bernheim, Columbia, '13; Stuart Chase, Harvard '10;

Evans Clark, Amherst '10; Arthur Gleason, Yale '01; Florence Kelley, Cornell, '82; Harry Laidler, Wesleyan '07; Judah Magnes, Cincinnati '98; William Montague, Harvard '96; A. J. Muste, Oak '05; George Soule, Yale '08; Norman Thomas, Princeton '05; Savel Zimand, Berlin '13.

Collegiate Committee, 70 Fifth avenue, New York City.

In Foreign Fields

HOW TOILERS IN OTHER LANDS ARE PROGRESSING TOWARD BETTER CONDITIONS

Not so many Australians come to this country.

Why?

As a multi-millionaire manufacturer of breakfast oats (who was a bitter foe of organized labor, but died and went to heaven leaving all his millions behind) used to say: "There's a reason."

That must be true or the Australians would be flocking to our Western coast in shiploads, whereas there are virtually no immigrants from the antipodean country.

The few Australians who do arrive at our ports usually come as visitors, give us the once over, answer questions about their country and usually depart for home with the good wishes of friends they have made because they are not boastful or offensive and mean to be helpful in recounting their experiences.

For about three months Arthur Toombes, a prominent labor official of Queensland, Australia, has been in this country and Canada quietly investigating industrial and political conditions, and a few days ago departed for home, after giving out some information regarding policies maintained in the land of the Anzacs that is unusually interesting. Mr. Toombes said, among other things:

"I come from a country where we have never heard of an 'open shop' movement and where there is no national unemployment problem. In Australia recognition of labor unions and right of collective bargaining were established 20 years ago, and as a result we have had industrial peace with a large measure of justice ever since. I have traveled more than 9,000 miles in an effort to discover what the trouble is all about over here.

"The amazing thing to me is that the workers of the United States, this land of plenty, stand for the living costs imposed upon them. I have discovered that rents here are three times higher for similar accommodations, and food at least double the charges permitted in Australia.

"Our wage schedules approximately are those paid in the United States, and there is, of course, no suffering among the workers such as I have seen in Boston and New York. In the building trades the scale is a little less, but the Australian climate is such that the bricklayer, for instance, can work throughout the year, and his annual income, therefore, is considerably larger than the bricklayer irregularly employed in the building season here."

Asked how the city workers and farmers co-operate along political lines, Mr. Toombes replied:

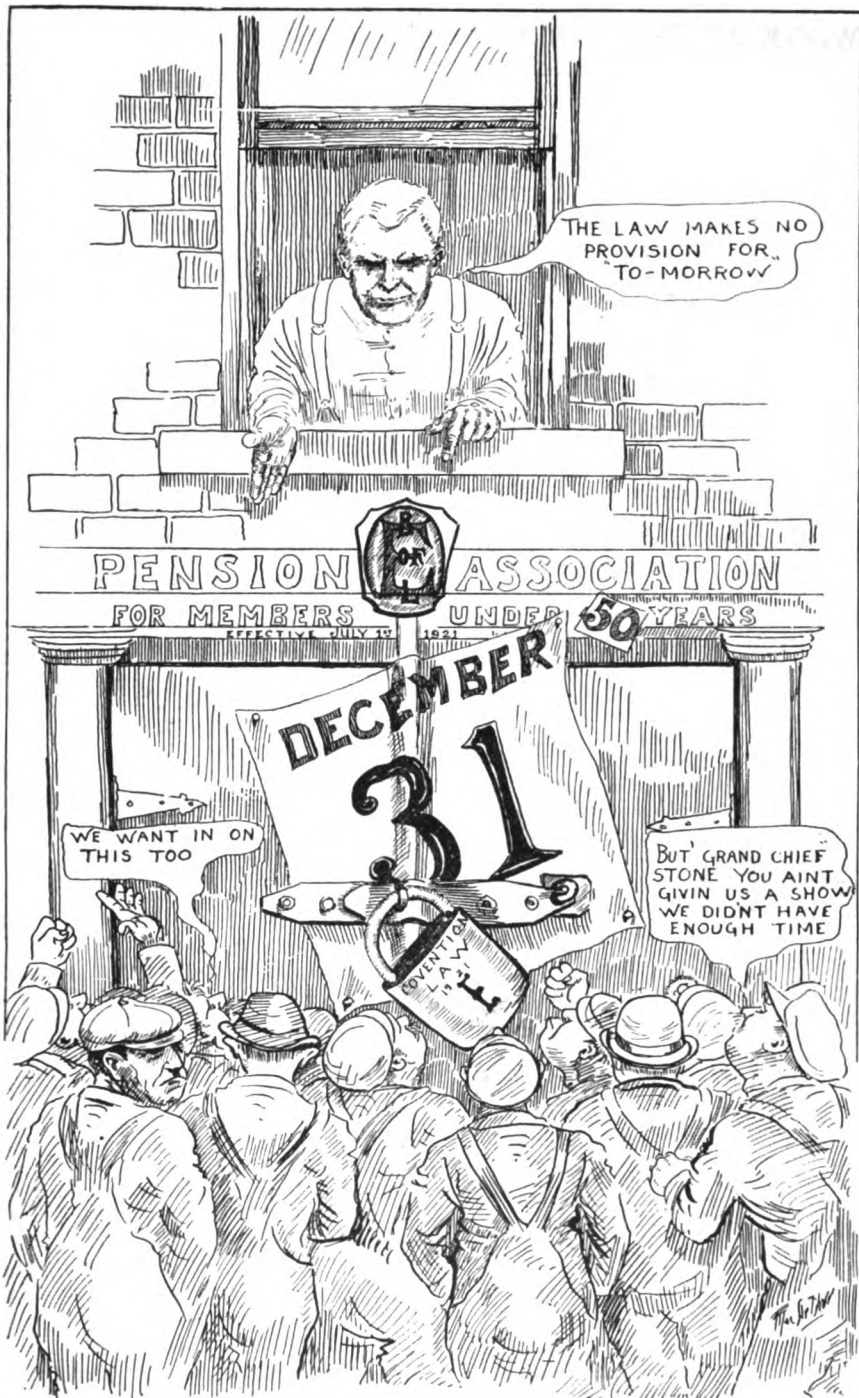
"In Australia the farm workers are organized, and they are really a part of our national labor movement. There is complete co-operation in the election of public officials. A national executive committee of 20, chosen to represent the workers by industries, directs all our political activities. Or, rather, they shape policies which are submitted to a referendum vote of the various organizations. No man can be elected to office in Queensland who is opposed by the labor forces.

"State Governors are appointed by the King of Great Britain, but this is purely a matter of form, as the selections are first approved by the Australians."

"What is your greatest power in gaining such effective co-operation among the workers and the farmers?" was asked the visitor.

"The main factor is a labor press. Besides a great national weekly, the organized workers own or control 12 daily newspapers published in the principal industrial centers. Private interests are unable to fool or lull the people. Besides, this labor press naturally has a tremendous influence in making the privately owned or corporation papers play fair. They are forced to give labor a pretty square deal, as you would say over here."

Queensland has a State government controlled by the Labor party, as has New South Wales, the largest state in the Commonwealth.—*Cleveland Citizen*.



WHEN THE DOOR IS SHUT

WORK IN THE FIELD

Register and Vote

In our form of Government there is no greater duty that devolves upon the American Citizen than that they REGISTER AND VOTE at every election.

Do you know that less than one-fourth ($\frac{1}{4}$) of the railroad employees and the members of their household who should REGISTER AND VOTE, and by so doing perform a duty that devolves upon them as citizens of our country, fall in the discharge of that most important duty as good citizens, and we do not exert ourselves to fulfill our duty to ourselves. In my opinion there is no greater duty that we owe to ourselves and to our country than that we should REGISTER AND VOTE at every election. There are many important duties that we owe to ourselves, but none that is more important than that of exercising our rights of franchise. Many of the railway employees have drifted into carelessness and indifference in regard to this important matter, and as one of your representatives, at times I am made to feel it most keenly. I would not be true to myself and to those that I am expected to represent in connection with legislative matters if I did not raise my voice and use my pen in connection with this subject. I want to advise every laboring man in the United States to confer with the members of his family who are entitled to vote, with his neighbors in his locality, in fact with every good citizen that he meets and discuss with them the necessity and importance of putting themselves on record as American citizens, regardless of political parties. The greatest war that the world has ever known has been fought that the world might be made safe for democracy. The suffering, physical and mental, that has been caused cannot be told and yet a large per cent of our people fail to avail themselves of the privilege of doing their duty, and they fail to avail themselves of the duty that they owe to democracy when they fail to REGISTER AND VOTE. I wish that I were able to proclaim in the ears of every American citizen in tones of thunder the necessity of REGISTERING AND VOTING. I wish I were able to sing early

and late to those who are neglecting their duty. In fact I would be willing to pray with those who are neglecting their duty, and if necessary quote language so strong that its meaning might be misconstrued as profanity in order to awaken the proper feeling in regard to this duty of REGISTERING AND VOTING. It is the very foundation upon which all law is formed in connection with a Government such as ours. Government decides how and who to tax and how it shall be spent. You who fail to REGISTER AND VOTE are not entitled to the consideration that you claim as American citizens. You may think this strong language, but the time is at hand when we need something that will jar the average man, who through indifference neglects his duty to himself.

The experiences of the last few months I am sure has indicated to every thinking man that he is subject to the Government under which he lives. If you want equitable and fair Government, REGISTER AND VOTE for it. If you are willing to let big combinations of capital through their paid attorneys make laws for you, then don't complain. There is one way in which you can remedy the evils that now exist, and that is by REGISTERING AND VOTING. Talk it over with your neighbors; think it over after you go to bed at night, make up your mind that you will REGISTER AND VOTE at the next election. It is the only safe think for you to do.

What part have you taken in the affairs of your Government in the past few years? What have you done to lessen your taxes? What have you done toward making an indebtedness of *many billions* that some must be taxed to pay? Can you see where your interests are located? *If you will REGISTER then you will begin to think about who and what you should vote for. TRY IT ONCE.*

(To be Continued.)

H. E. WILLS, A. G. C. E. & National
Legislative Representative. B. of L. E.

Does This Mean You?

Did you ever meet the type of man who agrees to everything you say in regards to the Brotherhood, but when it comes to the final decision as to whether he will join the B. L. E. or not, he gen-

erally says, "Yes, I'll join sometime but I can't just now." "I'll have to put it off," and his excuses will vary all the way from financial distress to a sick mother-in-law. This kind of man reminds one of the expert that plays the "put and take" game that is becoming so popular today, yet the top that he spins has only one word on it and that is "take", and in most cases it is "take all."

But when it comes to the question of affiliating with the B. L. E. he skillfully substitutes the word "put" and adds "it off" to it.

While we all know a few of his kind that do not belong, we should not overlook the fact that we have members who have been bitten by the same kind of bug.

They are generally late paying their dues because they put it off until next pay day or some other more convenient time, when they immediately resolve to forget, and do. He is going to take out more protection in the B. L. E. soon, but not just now as he can't afford it.

He is going to take out the pension too before the end of this year, but figures he has got lots of time yet. These people always have lots of time but little of anything else, and if by any chance they do wake up the chances are they will send in their application for the pension on the last minute and then blame everybody but himself because it reached the home office too late.

Now, Brothers, do you really think that those he leaves behind him perhaps in want will honor his memory because he was going to see that they were well provided for after he was gone, but didn't do it because he had too much time and died too soon? Think not and finally when Gabriel blows his trumpet to call these fellows to their final judgment they will say, in chorus, "We are not ready yet," but it won't work there for they will have to go up and take what's coming to them, and one of the worst charges against their records will be their selfish indifference here to the welfare of those dependent upon them, when the best of opportunity was offered to protect them against need by Brotherhood Insurance and Pension.

They may get away with it here by leaving only an unhonored name behind them, and it will be too late to square

the account or make amends once they have answered the call for the last long run, so remember this Brothers, and profit thereby while yet there is time and don't be a Mr. "Put-it-off."

E. H. KRUSE,
Special Insurance Solicitor.

Unjust Criticism

BY J. C. GRAHAM

Our members, that is a great many of them, should keep themselves better informed concerning the vital things affecting our organization. The members who are the least informed are as a rule the most critical in their expressions which are often in a certain sense a surprise to me. I find that the officers and a good percentage of the members of every division are intelligent thinking men, and well informed in all matters pertaining to the vital welfare of our organization at the present time, and do everything in their power to combat the loose talking of our critical members who often are the indirect, and sometimes I think the direct cause, of keeping non-members out of our organization. An abandonment of this criticism would bring good results to our Brotherhood everywhere.

A Canadian Union Meeting

It is well known, especially by those who have participated, that our Canadian Union Meetings have promoted to a large extent the spirit of good fellowship amongst the brotherhood at large, for as a rule they are very well attended both by the Canadian and American Brothers.

The American Brothers are very cordially welcomed as we find those who do attend our meeting a fine body of men and we are proud to receive them and show our fellow citizens these samples of American Locomotive Engineers.

These are great occasions to get to know each other and find what our Brothers think in the different sections of our country, and by discussion find means to come to a common understanding and means to solve our problems for our mutual benefit, so that our members can go home to their divisions and clear up a great deal of misunderstanding.

It is sometime since we have held a Canadian Union Meeting. I have visited a large number of divisions during

1920 and this year also and at every division I have had Brothers ask me "When do we have our next?" A question to which I would have liked to have given a definite answer.

I see no reason why we cannot have a Canadian Union Meeting in 1922, and I would suggest as the quickest and best way to decide on the location would be for the different general chairmen of the Canadian railways to decide by vote or by the tossing of a coin the place of meeting which I am sure will be largely and enthusiastically attended.

F. N. RIOUX,
Spcl Organizer for Canada.

Where Did It Come From?

BY HARLOWE R. HOYT

What is the origin of the barber's pole, and where was it first used?

The barber pole, as we see it today before the establishment where treatments are applied from manicuring to Turkish baths, goes back to the time of the medieval period when barbers also served as surgeons.

Barbering, of course, goes far back into the days of antiquity. The most important and dignified portion of their history related to that time when in all European countries they possessed the right to engage in the practice of elementary medicine and surgery. They were known as barber-surgeons.

The existence of barbers as professors of the healing art can be traced in England as far back as 1461, when they first were incorporated. In 1546 they were united with the surgeons. The connection was dissolved in 1745, with the statement that barbering was foreign to the practice of medicine.

Relics of the days of the barber-surgeon are found in the brass basin and the barber's pole. The brass basin still is to be found suspended before barber shops of Europe. The pole is significant of the fact that the barber as a surgeon devoted most of his efforts to bleeding patients.

The operation of bleeding was practiced in two manners. The leech was used in minor cases. Otherwise, a vein was opened. In this operation, a staff was held by the person being bled, and fillets, or bands, were, of course, necessary for binding the arm after bleeding. When the staff was not in use, the fillet

was tied on it, that both might be ready when wanted; and it was customary for the practitioner to display the two before his door that the patient might know where a barber-surgeon was to be found. Finally, instead of putting out the actual instruments employed in operations, a pole was painted with stripes in imitation of the staff and bandage; and this was used as a sign.

It is said there was an ancient statute decreeing that when barbers pursued no other trade they were to use a blue and white pole striped; but if they were barber-surgeons, they were entitled to the third red stripe.

Barbers practiced bleeding until comparatively recent times. The last barber-surgeon of London is said to have died in 1821.—*Cleveland Plain Dealer.*

Does Moon Chase Clouds?

The popular impression that the full moon has the power to clear away clouds disappears slowly, notwithstanding the almost unanimous pronouncement of modern naturalists against it. This may be largely due to the fact that so great an authority in his day as Sir John Herschel regarded the idea as probably correct. After a study of the Greenwich observation, it was suggested that the impression may be due to the fact that a change from the cloudy to the clear state is much more likely to attract attention when there is a full moon in the sky, and many meteorologists agree with this.—*Christian Science Monitor.*

Just the Way of Some Folks

"Halloa, halloa!" shouted the fireman, answering the frantic telephone summons. "Are you there?" "Yes," was the reply. "Who are you?" "The fire station." "I wish to say that my front garden—" "But this is the fire station you've got," with the intention to ring off. "Oh, yes, I know that, but let me tell you that my garden runs right alongside the Smiths' house, and only to-day I sowed some grass seed on my lawn—" Another interruption. "This ain't a gardener's!" roared the fireman. "I know, I know! But I want you to know that my garden is my particular pride, and the Smiths wanted me to tell you that their house is on fire, and I don't want you to tramp—" But the fireman was gone.

CORRESPONDENCE

All contributions to the JOURNAL must be received by the 15th to insure publication in the next issue.

Writers may use any signature they choose, but should also give their name and address.

All contributions are subject to revision or rejection by the Editor, as he is held legally and morally responsible for their publication.

The Conversion of Jim Dobbs

Said old Jim Dobbs "Old Stingy Jim"
(Thats what the people nicknamed him)
Said he to Mrs. Dobbs one night,
I tell you money's awful tight,
So tight that we can't waste a dime
To buy gimcracks fer Christmas time.
With half a dozen mouths to feed
An sich a lotta things we need,
Like clothes an boots an shoes an socks,
An other things fer boys, an frocks
Fer girls that cost so much ye know
We gotta go a kinda slow;
Besides that, "Ma" weel hafta try
To keep on layen money by,
Fer weer both gettin' old ye see
An crops aint what they useta be.

But Mrs. Dobbs said not a word,
Did not pretend she even heard;
Just let "Jim" talk till he was through
The way she always used to do.
Because she knew as well as Jim,
"Twas no use contradicting him,
That when she did the worse he got,
"For Jim" she said, "was awful sot
In every way, but most when he
Would talk about economy";
And on this night it seemed that he
Was on a regular stingy spree.

Just then the baby, just past three,
Who'd climbed upon his "daddy's" knee,
Said, "Tell me all bout Jack and Jill
And how they tumbled down the hill,
And tell bout Sandy Klaus when he
An' you were little just like me,
An' tell me all bout Jesus too
Same as mamma sometimes do,
When I am good," then closed his eyes
And went to the land of the hush-a-byes.
Right there Dobbs laid his paper down
And quickly disappeared his frown,
And then his thoughts went back, you
know
To Christmas times of long ago.

And when he wiped his eyes and tried
To hum a Christmas hymn, beside,
Then Mrs. Dobbs could plainly see,
That he was changed as he could be,
That Willie's prattle drove from "Jim"
The wolf that had been haunting him.
It isn't hard to guess the rest,
Next day "Jim" dressed up in his best,
Asked "Ma" to wear her newest gown
Hitched up the mare and drove to town.
And people gazed with mute surprise,
They hardly could believe their eyes;
Dobbs buying presents, left and right,
In these hard times and he so tight.
And when at last they left the town
With the old surrey loaded down,
The gossips, who had known him long,
Wisely hinted, there was something
wrong,
And no one else but "Ma" and "Jim,"
Knew just what had converted him.

JASON KELLEY.

Some Timely Suggestions

One of the lessons we have learned during the late crisis, when we were prepared to quit the service rather than accept a wage reduction, is that at the present time public opinion is opposed to us because they have been led to believe that we are a very high paid body of men, and therefore we ought to accept a reduction and thus help to bring conditions back to normal. While this state of the public mind has been mainly brought about by the propaganda of a capitalistic controlled press, I sincerely believe that we ourselves are largely responsible as a great majority of our men insist on their right to make excessive mileage if the work is to be had, thus building up large monthly checks which are put on exhibit at every wage conference. Thus through the press the public is told that our men as a whole are drawing more pay than bank presidents, governors of states and other responsible public officials but what the public is never told is, that in order to make those large pay checks our men have to work from ten to fifteen days more per month than other skilled laborers, thus giving up all the pleasures of home life and degrading themselves to the status of mere beasts of burden, living only to work, eat and sleep. As there is no doubt that there will be further demands for wage cuts, and knowing as we have learned by sad experience that the public figures

our compensation on the basis of what they are told we make per month rather on what we earn per hour, and also to clearly show the labor board what we earn when we work as human beings and not as machines, I would suggest that the Grand Office send out a request to each system through their General Chairman to restrict the freight mileage to 3,000 miles and passenger mileage to 3,600 miles per month, until such time as this wage question is finally settled. By so doing, the companies would no longer have on exhibit before the board enormous checks, our men would be able to live like civilized beings instead of slaves, and I venture to say that when the labor board compares our earnings with that of other crafts, and takes into consideration the risks, responsibilities and exacting nature of our duties, they will be more inclined to raise our pay than lower it. But if not, I believe a strong plea for an expense allowance might meet with favorable consideration by the labor board.

Since the adoption of the rule giving us time and one-half for overtime I have noticed that on our systems tying up under the law has practically ceased and our speed movement of freight has been accelerated from about four miles per hour to eleven miles per hour.

I think therefore it would be a wise thing for our Grand Office to secure data of train movements before and after the adoption of time and one-half for overtime and send a circular conveying this information to every Chamber of Commerce in the country, thus showing them how the movement of freight will be retarded by a return to the old system, for as surely as punitive time is abolished, so surely will superintendents begin again their insane rivalry as to who can haul the most tonnage, and in a short time the country will again be faced with a car shortage and the roads be in the predicament they were when the government took them over during the war.

A. M. STEWART.

A Message to American Organized Labor From Europe

The following fraternal message addressed to Brotherhood of Railway workers, was received at Washington, D. C., by the legal representatives of the

train service brotherhoods. The message shows that the fraternal spirit, which organized capital is trying so hard to kill, is growing and spreading all over the world, and that already there is a strong international fraternal sentiment which must eventually ripen into an international labor brotherhood of the world. Such an organization would be a strong factor in promoting stability in world industry and would also be able to exert a powerful influence in the preservation of world peace.

The radiogram follows:

Kristiania, Norway, via Radio First,

October 29, 1921.

Brotherhoods Railway Workers, Washington:

United States of American Transmision Moscow, October 23 to the American railwaymen:

Upon learning that you are about to be forced into greatest struggle in American Labor History to resist vicious attack of exploiting class which attempts to reduce you to unendurable poverty the Red International labor union sends you brotherly wishes for your success in this struggle. We can wish you no better fortune than complete solidarity of all American labor with that weapon you can undoubtedly win and in winning we are confident that you will turn tide against present process of steady destruction of American labor movement, and other systematized attacks upon labor, which if not broken American masses will find themselves in a condition of despair. American capitalist class during war enriches itself out of blood of conscripted American soldiers and speed of deputized workers to whom they made false promises of better life. We remind you that many leaders of workers' organizations called you to intensified labor during war so as to destroy German militarism and promised you social peace after war. Now, after fighting and working with misdirected heroism you are confronted, not with social peace, but with native American militarism directed against yourself and with social war of capitalists seeking to increase already outrageous exploitation the experience of European workers has proved that the exploiters of labor will use any brutality or crime of violence to reduce you to hopeless service. Your own experience may soon

bring you to our opinion that social peace is possible only after capitalist class shall have been destroyed, as a class. You have been betrayed, divided and defeated many times. We trust that this time you will not be deceived by ingenious hypocrisy of employers, and those who jabber about peace with them, but will carry on relentless struggle with them, conscious that the rule of blood and exploitation now existing throughout capitalist world can be abolished only with establishment of ruling power of workers. We convey to you heartfelt brotherly greetings of seventeen million of organized workers of different lands who defence your fight for welfare of all humanity.

RED LABOR UNION INTERNATIONAL, A. Losovsky, General Secretary arbeider-presse.

Bro. J. W. Scott, Div. 491

I am enclosing photo with a brief statement of the railroad career of Bro. J. W. Scott which our men would be pleased to see in our JOURNAL. Bro. Scott commenced railroading in 1872 as messenger boy for the Atchison, Topeka & Santa Fe railroad. He was given charge of an engine in 1877, and joined Div. 130 in 1878, when he went to the St. Joe and Hannibal Railroad. From there he went to the St. Joe and Grand Island and from there to the Union Pacific, and from there to the Utah Northern, he went from there to the Missouri Pacific and accepted service from that company in December, 1883, and was transferred to Div. 491. He has been on the Missouri Pacific railroad thirty-eight years, and in continuous passenger service since 1887. Bro. Scott has rounded out forty-four years of continuous membership in our Brotherhood for which he was awarded by our Grand Chief Engineer, Bro. W. S. Stone, the honorary badge of membership in the Grand Division, of which he feels proud. Brother Scott has served as Chief Engineer of Div. 81, and Div. 491 and he has also served on our General Committee. Bro. Scott has four cardinal virtues, charity by word and deed for his fellow men, absolute faith in his God, his Country, and the B. of L. E. The officials of the Missouri Pacific railway know Brother Scott, and they have absolute confidence in him, and they fully appreciate the service that he has rendered to that

company. His associates in the cab, in the pullman, in "the little red caboose behind the train," and the section men who light the way have unbounded confidence in Bro. Scott, and they all respect him. Every man, woman and child between Kansas City, and Omaha on the Missouri Pacific railway knows Johnny Scott. They waive for him and in consideration of that friendly recog-



Bro. J. W. Scott, Div. 491

niton on their part he whistles back to them as his train speeds on. The hardest blow to Johnny Scott in those many years was the death of his beloved wife, a noble woman, the life long companion of one of God's noblemen, we all love "Johnny" Scott.

JAMES CORRIGAN, Secy-Treas. Div. 491.

A Letter From Div. 450

I have been in the service of the Pennsylvania System since 1869, beginning my career as a water boy for the section men at fifty cents per day, and they were twelve hour days at that. Later I became a section laborer at ninety cents per day of twelve hours. Then became a freight brakeman on the Philadelphia Division in 1873, running from Columbia to Philadelphia on crew No. 9, with Theo. McDonald as

conductor. I was later transferred to the "Wildcat" run, to Harrisburg. I became a flagman in due time, but was not satisfied, as I wanted to be at the throttle, so I became a fireman and was transferred to the Middle Division, running from Harrisburg to Altoona in 1881. I soon became an engineer and was at the throttle until 1914 when I lost my left arm in an accident.

I am glad to say that I belong to the B. of L. E. Pension and think that all the boys should belong to this department. They should join before it is too late. As in 1922 the age limit will 40 years. Brothers, don't hesitate and say it costs too much, if you do you will never get in. Join while you have health and strength. You can't tell just when you might be cut off just as I was. The pension has been a godsend to me and I would like to see all the boys become members. As I am now 68 years of age, it is a great comfort to me in my declining years.

In conclusion we might say that the Grand Chief has done more for the engineer that is without the jurisdiction of the Order, but still they criticize him simply because they are ignorant of what is going on in the Divisions. If they would just join our good ranks and read the JOURNAL regularly as I do they would become acquainted with what is being done. The Order is criticized more than any other in existence. We are always willing to assist a worthy brother and then our Grand Chief helps engineers that don't belong to the B. of L. E. to get larger wages and better conditions. But still they go on with their fault finding. I want to say, boys, quit finding fault. Let us forget all differences and with a concerted effort all pull together to promote harmony and progress among our members and give our undivided support to the grand officers. We have a difficult road to travel at times and we must not forget our grand chief as his road is also rough. He is the right man in the right place and may health and prosperity go with him.

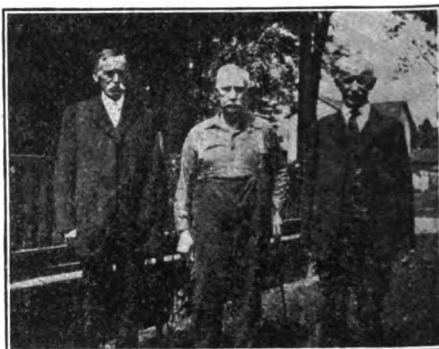
S. D. VOGEL, Div. 459.

Three Veterans of Div. 20, Logansport, Ind.

In the accompanying photograph, reading from left to right, are Brothers John Navin, Harry St. Clair and William Schultz, who have been presented

with "Honorary Badges" for 40 years continuous membership in the B. of L. E. They are all members of Div. No. 20.

Brother John Navin was first employed in 1868, in various capacities, on what was then known as the Chicago and Great Eastern railroad but is now a part of the Pennsylvania System. Later in the same year he took employment as fireman on the same road, running between Logansport, Indiana, and Richmond, Indiana, a distance of 107 miles. Wood burning engines were in use on this road at that time. Brother Navin was promoted to engineer in 1876, and went into passen-



Reading from left to right: Bro. John Navin, Bro. Harry St. Clair, Bro. William Schultz, members of Div. 20.

ger service in 1892, running on the Logansport Division of the Pennsylvania. He was retired from active service and placed on the pension list by the Pennsylvania in 1915. Bro. Navin is now 72 years of age.

Brother Harry St. Clair took a position as fireman on the Pennsylvania in 1874. He was promoted to engine man in 1877, and went into passenger service in 1892, running between Logansport and Chicago, where he remained until he was retired from active service and pensioned by the Pennsylvania, 14 or 15 years ago. Brother St. Clair is 79 years of age. It will interest the membership to know that Sister St. Clair, who was Grand Secretary of the G. I. A. for many years, and who has since passed to her reward was the wife of this good old veteran.

Brother William Schultz began his railroad career as an apprentice in the Richmond, Ind., shop in 1867 and went firing later in the same year, firing a wood burning engine between Logans-

port and Richmond, Ind., on the C. and G. E., now a part of the Pennsylvania System. Bro. Schultz was promoted in 1877 and entered passenger service in 1889, running on the Logansport Division of the Pennsylvania, where he remained until he was retired from active service and pensioned by the company in 1916. Brother Schultz is now in his 72nd year.

These three brothers became members of the B. of L. E., early in 1881, and are the first members of Division No. 20, to receive honorary badges, and our Division takes great pride in introducing them to the membership. Our organization owes much to the old members, who "blazed the trail" for those who are now actively engaged in handling the affairs of the Brotherhood, for it was through their labors and sacrifices, that the growth of this order was made possible, and so, while our minds are busy in the realization of our present achievements, and in the anticipation of future development, it is well for us to pause from time to time, and do honor to these brothers, whose faith and loyalty have contributed so much to this Brotherhood in particular, and to the labor movement generally.

I. O. ENDERS,
B. V. PITMAN,
C. E. HELVIE,
Committee.

Napoleon's original tomb on St. Helena has fallen into disrepair since the body was removed to the Invalides in Paris 81 years ago. This tomb is down in a deep corner of a valley with just a slab covered with dirty whitewash to mark the spot. There is no inscription on the slab.

Bro. F. A. Hutchins, Div. 324

Brother Hutchins was born in Indiana in December, 1851, and although he has almost reached the three score and ten, mark he is hale and hearty and has the appearance of a man many years younger.

He started his railroad career as fireman and worked as such on the Mobile & Ohio, the Southern Pacific, the Virginia & Truckee, and the Union Pacific Railroads. He was promoted to engineer on the Union Pacific Railroad at Evanston, Wyo., in June 1879, and joined the B. of L. E. in March, 1881. He left the Union Pacific in April 1883,

and went to the Chicago and Great Southern where he worked only a short time when he came west again and entered the service of the Oregon Short Line railroad in December 1884, where he is still in active service pulling the throttle on a limited passenger train.

Brother F. A. Hutchins has been awarded the honorary medal for having been a member of the B. of L. E. continuously for 40 years. He has always been an active member and was in-



Bro. F. A. Hutchins, Div. 324

insurance secretary for Divisions 136 and 324 for 27 years. He was a delegate to the Los Angeles convention, and was also a delegate to the L. F. Union at Baltimore in 1876.

Brother Hutchins has a record to be proud of and it is to be hoped that it will be the pleasure of the members of Division 324 to have him with us for several years to come.

A MEMBER.

Pulling a red sweater from his back, a Boy Scout ran down the track of the Chicago, Burlington & Quincy railroad's Omaha division, waving the garment and stopping a through passenger train a few yards from a tree trunk lying across the railroad track.

Railroad Men's Home

The following contributions were received at the Home during the month ended October 31, 1921.

SUMMARY

| | |
|-------------------------------------------------------|------------|
| Grand Lodge B. R. T..... | \$3,967.68 |
| Grand Lodge B. L. F. & E..... | \$1,150.47 |
| Grand Division O. R. C..... | 337.32 |
| Interest Peoples Trust and Savings Bank, Clinton..... | 260.39 |
| Interest on Liberty Bonds, 4th issue | 106.25 |
| Grand Division B. L. E..... | 75.00 |
| Division No. 15 B. L. E..... | 50.00 |
| Grand Division B. L. E..... | 26.40 |
| B. R. T. Lodges..... | 21.17 |
| Interest Highland Park State Bank | 19.01 |
| Hamilton Carhartt Stock, 1 share | 10.00 |
| W. L. Brown No. 41, B. L. F & E. | 3.00 |
| James Costello, O. R. C. No. 270 | 1.00 |
| Alfred S. Lunt, No. 877 B. R. T. | 1.00 |
| A. W. Foster, No. 357 B. R. T.. | 1.00 |
| F. P. Fox, O. R. C. No. 1..... | 1.00 |
| Interest Highland Park State Bank 10-31-21 | 15.51 |
| | <hr/> |
| | \$6,046.20 |

MISCELLANEOUS

Division 153, G. I. A. to the B. of L. E., 27 bath towels, 1 hand towel. Sunshine Lodge, 377, L. S. of B. of L. F. & E., 1 quilt, 4 pillow cases, 2 sheets.

Respectfully submitted,

JOHN O'KEEFE,

Secy-Treas. and Mngr.

Two Kinds of Justice

When we compare the difference between the total amount of wage increase granted the railroad employees by the Railroad Labor Board, to that of the increase in traffic rates granted the railroads by the Interstate Commerce Commission, we get a fair idea of the unfairness of those railroads that now propose wholesale wage reduction.

The total wage increase per year amounted to \$558,000,000, the traffic revenue increase based on the same amount of business to \$1,340,000,000, a difference in favor of the railroads of \$576,000,000, and yet they are clamoring for more wage reductions.

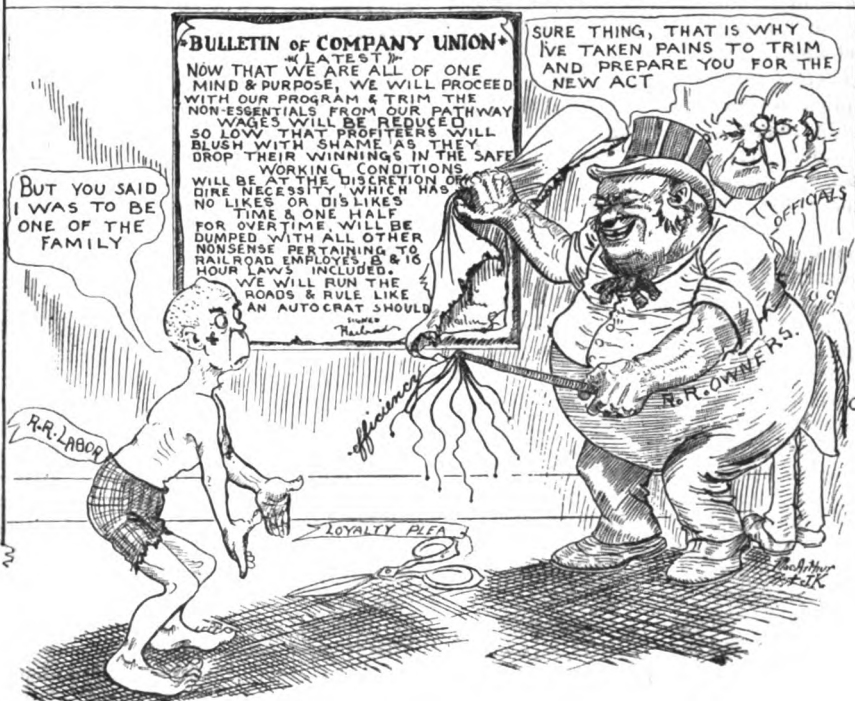
The railroads are pointing to the earnings of the present to justify them in cutting wages. It would be just as

fair for the employees who are working but half time owing to the present business depression—and there are many such—that their wage rate be doubled. These are not normal times, but they are favorable to the railroads and other employers of labor to force wage reductions, so they are taking advantage of the opportunity. If wage reductions are made now, when business resumes it will be labor's opportunity to regain what it has lost, then there will be another industrial stagnation created before a final adjustment is reached, and so the old game of see-saw will continue indefinitely unless the government takes a more active part and is represented by a body that has the power to act as an impartial umpire between the contending parties. Such a body will need to have more authority than the United States Labor Board whose rulings were absolutely ignored by the A. B. & A. railroad which made wage reductions in defiance of its direct orders and in violation of the Transportation Act.

The conduct of the railroads during this so-called reconstruction period clearly exposes the crooked trail of organized capital, weakens the faith of the most conservative in the honesty of government, and gives the radical just cause to proclaim to the world that there is one kind of justice for the classes and another kind for the masses.

The Mamakating Walkkill and Crawford Horse Thief Detecting Society of Middletown, New York, has voted to disband. It has been in existence since July 9, 1877, and has brought to justice many horse thieves and recovered many stolen animals. A plan will be considered for changing the society into an organization for the detection of automobile thieves.

The greatest single and unbroken telegraph circuit ever operated was that which transmitted the play-by-play story of the world series baseball news instantaneously over 34,000 miles of telegraph wire. A single operator sent the report, traveling at the rate of 186,000 miles a second, to Seattle, Bangor, Galveston, Ottawa and Havana. Thousands watching the bulletin boards received the reports within a second of the actual play on the field.



THE DREAM AND THE AWAKENING

TECHNICAL

Questions and Answers.

BY T. F. LYONS.

PASSENGER TRAIN HANDLING

Question. Will you please explain the following relative to making a stop with a passenger train. Many instruction books recommend the two application method of stopping with trains of twelve cars or less. The train speed to be reduced to about 12 or 15 miles per hour with the first application, when the train and engine brake should be released. Now would it not be better to hold the engine brake applied so as to give time for the brake pipe to recharge before making the second application? It seems to me that it would give the engineer more of a chance to spot his train, and it would not be necessary to make the second application so heavy in order to stop at the desired point. Would holding the engine brake applied have more effect on the slack action of the train after the stop was completed than where the engine brake is released following the first application? G. W. B.

Answer. Holding the engine brake applied following the first application would result in a much higher brake cylinder pressure on the locomotive than on the train when the second application was made, and would, no doubt, cause a recoil of the train as the stop was completed. Good results are sometimes obtained by holding a light brake cylinder pressure on the engine following the release of the first application; and then make a partial release of the engine brake following the second application, before releasing the train brake. This tends to hold the train slack in lightly, and prevents a recoil as the stop is completed. It is best not to attempt a full recharge of the brakes between applications, as where this is done, and the stop completed with a light application, there is a tendency for brakes to stick.

Question. Where the distance is misjudged, and the engineer finds he cannot use the two application method without running by, is it not all right to hold the brakes applied until just before the train stops, and then release by throwing the brake valve handle to

release and returning it to holding position? Won't this make just as good a stop as the two application method?

G. W. B.

Answer. The two application method is used to secure the quickest service stop with the least liability of wheel sliding, and to avoid disagreeable shocks to the train, also to give the engineer greater leeway in bringing a train to a stop at the desired point. Where the one application method is used, and the brakes are released just as the stop is completed, shocks may be avoided providing excellent judgment is used as to the time when the release should be started. This, however, does not lessen the possibility of wheel sliding, hence, generally speaking, cannot be recommended as good practice.

Question. Where you are going to stop short of the point desired, is it good practice to attempt to "kick off" part of the brakes by moving the handle to holding position and quickly returning it to lap position. G. W. B.

Answer. No, as if any of the brakes are released it will be those at the head end of the train, and this would set up a severe strain on the draft gear.

Question. If when handling a forty or fifty car freight train, and while descending a severe grade, is it not good practice to slightly overcharge the brake pipe by using release position of the brake valve just before starting down the grade, and after each release during the descent? G. W. B.

Answer. The position in which the brake valve handle is to be carried in grade work is dependent on the ability to obtain maximum brake pipe pressure following each application of the brake. Where ample time is had between applications to fully recharge with the brake valve operated same as in level grade work, the use of release position is uncalled for. However, in heavy grade work it is always more or less difficult to obtain a full recharge of the brakes between applications, for this reason the brake valve handle should be left in release position until the brakes are again reapplied. Leaving the brake valve handle in release position until the brakes are slightly overcharged, and then moving the handle to running position for a time before commencing another application is very apt

to cause undesired quick action when the following application is made. The slight overcharge tends to cause some of the triple pistons to move toward application position and take up the slack between the shoulders on the piston stem and the slide valve. Triple valves in this position will not respond to a reduction of brake pipe pressure until the difference between the brake pipe and auxiliary reservoir pressures is sufficient to overcome the combined friction of the piston and slide valve, as, in this case, the "kick off" is lost; that is, the hammer blow which the slide valve receives in the preliminary movement of the piston is lost. In such cases the differential required to move the parts may be greater than the graduating spring can withstand and the triple valve will move to emergency position. Where this slight overcharged condition exists it may be overcome by moving the brake valve handle to release position for about two seconds, then to service position, the object being to start a slight release wave through the train and insure all triple valves being in release position at the time the application begins.

AIR WHISTLE SIGNAL

Question. What is the trouble with the air whistle signal when it will respond to a reduction of signal line pressure made at each end of the engine, but will not blow when tried from the coaches? We run three coaches in this train and there is plenty of air at the car discharge valve in each coach. We carry forty pounds pressure in the signal pipe. Had a new rubber diaphragm put in the signal valve, also changed the reducing valve, but this does not seem to help the matter. I would like to know where else to look for the trouble. The trouble must be on my engine as the other engine on this run works allright. E. C. VAN. B.

Answer. Your trouble, no doubt, is due to a too loose fit of the signal valve stem in its bushing. Where the fit of the stem is too loose it allows the air pressure below the diaphragm to reduce as rapidly as the pressure is reduced above when the car discharge valve is open, consequently the diaphragm does not rise to unseat the whistle signal valve. With the lone engine, the volume of the signal line being small, its pressure may be reduced quite rapidly,

thus reducing the pressure above the diaphragm more quickly than the pressure is reduced below by air feeding past the loose fitting stem, therefore the diaphragm will rise and unseat the whistle valve causing the whistle to give a blast. If the whistle blows when a quick, heavy reduction of signal line pressure is made, but fails to do so with a quick, light reduction, the trouble will be found in the fit of the stem. This trouble may sometimes be overcome by lowering the stem in its bushing. The length of fit of the stem in its bushing should never be less than 1-32 inch, nor more than 1-16 inch, measuring from top of groove to top of bushing.

HEATING OF AIR DUE TO COMPRESSION

Question. Here is a question on air that I would like to have answered. We all know that an air pump will get hot when pumping air, and the hotter it gets the less air it will compress, but why? What causes the pump to heat, and what decreases its capacity?

M. B. P.

Answer. Where air is compressed, a portion of the work which is done in the compression is converted into heat and shows itself in the raise of temperature of the compressed air and compressor.

Air is composed of fine particles of matter, and forcing them together, as is done in compression, creates a friction, which, in turn, generates heat, and this heat tends to increase the volume of compressed air by expanding it.

The higher the pressure to which air is compressed, that is, the higher the pressure the compressor has to work against, the higher will be the temperature of the delivered air, and this is not alone due to the increase of friction of the particles of air caused by increase of pressure, but on account of friction due to increase of leakage past the piston packing rings.

The effect of leakage past the piston packing rings is two fold. (1) Air leaking by the rings, results in less air delivered to the main reservoir at each stroke of the piston. (2) The heated air leaking by the piston tends to increase the temperature of the incoming air from the atmosphere, causing it to expand, resulting in the cylinder being filled with air at a less density than that of the atmosphere.

Leaky piston packing rings will cause a compressor to overheat more quickly and to a higher degree than any other cause.

Where packing rings are badly worn air can pass the piston in either direction. This results in less air being taken into the cylinder from the atmosphere, therefore less air is compressed at each stroke of the piston than if the rings were free from leakage.

In the movement of the piston the air in front of it is compressed, and therefore, its temperature raised; some of this air leaking past the defective rings into the now receiving end of the cylinder will mingle with the incoming air from the atmosphere and raise its temperature, causing it to expand before it is compressed.

Thus it will be seen at each stroke, the air that passes the piston will be at a higher temperature than in the previous stroke, and will raise the temperature of the incoming air still more, until finally the compressor becomes overheated, and its efficiency very materially reduced. Hot air in the cylinder of a compressor means a reduction in its efficiency. The trouble is, air being a bad conductor of heat takes time to change its temperature, and there is not sufficient time during the stroke for the heat to radiate. The air in the cylinder is so large in volume that but a fraction of its surface is brought in contact with the walls of the cylinder, and the piston while pushing the air toward the end of the cylinder, rapidly drives it away from the walls of the cylinder, thus preventing radiation to any great degree.

It may be further said that since the compressor neither takes in nor discharges as much air as it would if in good condition, it follows that a greater number of strokes will have to be made to compress the required amount of air; consequently, the compressor will have to work faster, or for a longer time than usual, either of which tends to overheat it.

Conditions affecting temperature due to compression may be found in the following: (1) The temperature of the air before compression; (2) the rate at which air is compressed; (3) the pressure to which the air is compressed; (4) the quantity of air compressed. Taking up these in their turn, we find where

tests have shown that air at 0° will have a final temperature of about 330° when compressed to a pressure of 100 pounds, and 425° when compressed to 130 pounds; while air at a temperature of 100° when compressed to a pressure of 100 pounds will have a temperature of about 575°, and at 130 pounds pressure 625°. It will be observed, that where air is admitted to the compressor cold, the relative increase in temperature is less than where the air is hot.

The faster the air is compressed the higher will be the temperature; also, the faster the compressor is run the less time there is for radiation of heat between strokes. Therefore, since more heat is generated and less heat radiated at each stroke of the piston, it follows that the temperature of the compressor and the air will increase with speed.

The higher the pressure the compressor has to work against, the more power will be required; hence, heat is generated at a greater rate.

The greater the quantity of air compressed, the more work will be required of the compressor, that is, the more continuously, or the faster the compressor will have to work in order to compress the required amount of air.

As a last word, it may be said that where the piston packing rings and cylinder walls are in good condition, piston rod packing free from leakage, air valves having proper lift and free from leakage, air passages free, cylinder properly lubricated and compressor run at a reasonable speed, temperature is something we won't have to worry about, and our compressor will deliver its maximum amount of air.

RELIEF VALVE

Question. Will you please explain what is the difference between a cylinder relief valve and a vacuum relief valve.

B. M. L.

Answer. A cylinder relief valve is nothing more or less than a pop valve screwed into the cylinder head, and adjusted at a pressure so it does not open in ordinary service, but will open whenever the pressure in the cylinder is excessive, as during the period of compression; or in a compound locomotive, whenever the pressure in the low pressure cylinder is too high, due to leakage past the packing rings on the high pressure side, or improper action

of the reducing valve when working as a simple engine. A vacuum valve is usually located on the steam chest or live steam passage, and is open when steam is shut off, and closed when steam is being used. Its purpose is to admit atmospheric air to the cylinders while drifting, and thus destroy the partial vacuum created by the movement of the piston through its cylinder.

THE RETAINING VALVE

Question. Will you please explain the purpose of the retaining valve, and how does it operate in connection with the application and release of the brake?

E. C. H.

Answer. The purpose of the retaining valve is to retard the discharge of air from, and retain a predetermined pressure in, the brake cylinder when the triple valve has moved to release position and the auxiliary reservoirs are recharging following an application of the brake.

The retaining valve is generally located at the end of the car, within easy reach when the train is in motion, and is connected by a pipe with the exhaust port of the triple valve; hence it is the exhausting brake cylinder air that the retainer has to do with. There are two types of retaining valves, known as the single and double pressure valves.

When the handle of the retaining valve is turned down—vertical position—there is a direct opening to the atmosphere, and when the triple valve moves to release position, all air in the brake cylinder will be free to escape. If, when the brakes are released, the handle is turned up—horizontal position—the air coming from the brake cylinder will come in contact with a weighted valve, and if the pressure be greater than 15 pounds this valve will be lifted from its seat and the brake cylinder air will escape to the atmosphere through a small exhaust port. When the brake cylinder pressure is reduced to 15 pounds, the weighted valve will again seat and hold the remaining pressure in the cylinder. The exhaust port that the air escapes through after passing the weighted valve is purposely made small, being but 1-16 inch in diameter. This retards the flow of air so that it takes about 20 to 25 seconds to reduce the brake cylinder pressure from 50 to 15 pounds. From this it will be seen that the brake cylinder pressure

reducing gradually, and the retainer finally holding 15 pounds, the speed of the train is held in check while the auxiliary reservoirs are being recharged.

The double pressure type of retaining valve operates much the same as the single pressure type, except that the load on the weighted valve can be increased so as to make it a two pressure retainer.

When the handle is turned to a vertical position, the retainer is cut-out, and no pressure is retained in the brake cylinder when the triple valve moves to release position following an application of the brake. When the handle is turned to horizontal position, but one weight rests on the valve, this holding but 15 pounds same as the single pressure type; but, when the handle is placed in a diagonal position, both weights rest on the valve and a pressure of 30 pounds is retained.

The low pressure position, (handle horizontal) should be used on empty, or very light loaded cars, while the high pressure position, (handle diagonal) should be used on all heavy loaded cars while descending heavy grades. The value of the pressure retaining valve will be better understood when it is stated that 15 pounds brake cylinder pressure means nearly one-third of the total brake power possible to be obtained on a car with a full service application from 70 pounds initial pressure, besides the slow reduction down to 15 pounds while the triple valve is in release position and recharging the auxiliary reservoir. States another way the 15 pounds retained amounts to as much as could be obtained in the cylinder with a brake pipe reduction of seven or eight pounds, if the cylinder was empty, and by making an eight pound reduction while the retainer is working and holding 15 pounds the result in brake cylinder pressure is about as much as could be obtained with a 16 pound brake pipe reduction if the brake cylinder was empty. A little study of this will easily show the great economy in air consumption and consequent safety that may be had on a descending grade, with retainers in good condition.

If a retaining valve is not holding properly it may be due to dirt or gum on the seat of the valve, or the spindle

in the weight being bent, or the valve seat being badly worn, either of which will prevent the valve from seating properly; leak in union of retainer valve pipe near triple valve, or split retainer pipe, or a leaky brake cylinder all of which reduces the efficiency of the retainer.

"Helpful Hints on Modern Locomotive Brakes" is a book gotten up by our Air Brake Editor, Bro. T. F. Lyons. This book is up to date, and of handy vest pocket size. Priced 50 cents. Address T. F. Lyons, 546 109th St., Cleveland, Ohio.

The General Chairman's Story

I had occasion to hire a stenographer now and then to help with my Quarterly Report, and found that while all of them were fairly skilled in their work in a general way they stumbled often on the phrases common to the railroad craft. One young lady actually took exception to my line of dope. I was working on some cases of discipline. One was for a rear end collision, another for a failure to make time account of a petticoat pipe coming down and another where a fellow stopped on the main track to spark the smoke box. I could plainly see that she shied a bit at these, but when I dictated that a certain derailment was not caused by the switch, but by a defective frog, she sure thought I was kidding her, or had gone plumb crazy, for she exclaimed, "My gracious, that seems too silly for anything," and as she showed a disposition to want to fly the coop I got seriously busy and after a time did manage to square myself.

The great Chicago fire of 1871 was not started by Mrs. O'Leary's cow kicking over a lamp, as many have believed. The only living newspaper man who "covered the story," confessed that the reporters concocted the O'Leary cow story. Three or four men who had been drinking heavily had assembled back of the O'Leary cottage. Later they clambered into the hayloft of the cow stable, all of them smoking pipes. The fire broke out in the barn and a high south wind swept the flames to property adjoining the barn and soon the city was burning.

Letter to Bill

United States, Oct. 30, '21.

Deer Bill: I just been down to Chicago attindin th big meetin whare th strike wur called off. It wur a grate meetin too. I never saw so many railroad offshels in me born days. Thay wur thare from evry rode in th country an th B and O too. Thare wur Presidints an Vice Presidints an Ginerel Managers an th like, an whin I giv thim th once over th thot came to me mind how manny poor divils av engineers thay kannd in thare day, an I figgerd it out that all together thare wud be enuff to win th world war. An I wundhred agane how manny suspinshens thay gave too, so I figgerd out, be th same rool, that if wan man got thim awl hed still be sarvin time whin Angel Gabreel wud be blowin th trumpet on judgemint day. Yes, Bill, thay wur awl thare, sum gray hedded, sum ball hedded an sum red hedded—pon me wurd I useta think thay wur awl that way—an more athout anny hare at all, but thay wur thare annyway, an it showd what a wundherful combinashen laber is up agin. Tawk about th Kisers army; why it wur ony a mob compared to it; thay awl sitten thare shouldher and shouldher an lookin as wise as owls, an sum a dang site wiser. Being a bit av a boomer in me day I sez to meself, I shud no a cuppel of thim offshels, so while that an sum other thots wur running thru me mind, like rats in an impty garret—fer I wur a bit wurked up, Bill—I shpied wan lad that soaked me thurdy days wan time fer runnin too fast an danged if I didnt pik out another that kannd me fer runnin too slow. So it awl cum back to me then what I sed Id do to thim if I ever got a chanct, an heer it was, but whin I see thim awl sitten thare, wise like I alreddy sed but harmless as sunday skool teachers, sez I to myself, aw let thim go, an I did so.

Yes Bill, as I sed before, thay wur awl prisint. Awl th offshels on the rite side o th hall an th ingineers an conductkthers an firesmen an brakemen on the left side. Th laber boord of nine min wur sittin in the cinter at the ind o th hall on a stage th same as judges in a coort, wud Judge Barton the chareman in the middel smoken a stogle er sumpthin, an not looken at all like a man that wur thare to hed off an industhreeel revolushen.

You cud compare it, Bill, to a big teeter tawter, wud th ralerode executives on wan ind th ralerode impleeys on th other, an th labor boord up in th middel, thryen to keep th thing in balance. Thare wur times whin we thot it leend too much agin us, but whin Thomas Dewitt Cuyler cum to bat wud his shtatement afther th lasht innin an cumplaned about sum o th rulins o Judge Barton, about not grantin a demand forr any more wage reduckshens rite now, an the like, then we noo we wur gettin a purty fare shake fer us.

Th frsht rale feecher av th meetin wur whin Misther "Bill" Lee, president o th thranemin, marched up th middel isle shaken hans wud awl th ralerode offshels th same as a candidate for sherreff at a kounty fare. It put in me in the mind av one time whin I wur on a comatee that wint before th ginerel manager to make a kick agin a cut in pay, an soon as we got in th offis our chareman commined shaken hans wud evry boddy thare includin th darky porter, an while th proceedins wur goin an he got a noospaper an wint over to th winds an red th same ez if he didnt belong to our side at all. Anyway the labor board an th labor leeders an the cheef executives o th ralerodes discussed th sthrike pro an con, sometimes more con than pro. It wur a grate contest an it inded in our favor. I think th ralerode executives wur disappointed, fer thay wanted a sthrike, whether er no. Av coorse callen off a sthrike aint th same ez winnen wan ye no, but its a dang site better than losin, an we made sum good pints be declaren fer a sthrike, at that, fer we woke up th governmint so it cud see that we wur not joken, an that it wur up to sum wan to put a rale punch in th labor boord, a punch that cud be used on th ralerodes as well ez on th min an that wur dun, too. Yes Bill, th Prisidint called th labor boord to Washington and sez he, go to Chi and call th ralerode offshels an th labor offshels to a conference, play the game fare an ashquare an call th plays ez ye see thim.

Yes, he sez, "cawl th plays as ye see thim, th same ez empire Billy Evans doo, an I'll back ye up th same ez Ban Johnson backs his umpires in th Ameriken Leeg, but no sthrike goes, do ye heer, sez he, an thay dun that. So that wur th way, Bill. Whin th labor leed-

ers heerd about it an saw that the prisidint an th labor boord wanted to be fare an ashquare an keep th ralerodes from blockin th game, thay called th sthrike off.

But Bill it wur a close shave at that, fer awl th bys from Maine to Californy wur disgusted wud th way th ralerodes wur playin munky shines wud us an th labor boord too, an we helpless th same ez if we wur bline folded an our hans tied an not nowin what wud cum next. Its different now. We feel weel hav a show fer our white ally fer a littel while annyway, an thats sumpthin noo, sez you.

We cant say how long that will remane so, but we do no, an th ralerodes an th governmint no that the min wont shtand fer more wage cuts to pay divdends that shud be alrned be honest an effshent railroad management. So its this way now Bill, if th ralerodes cant, or wont keep thranes movin without robbin th publik be hi rates, an th impleeys be low wages, Unkel Sam'll hav to take a hand in the game th same as he did whin the rodes wint blooy in 1917. While I wur watchin th proceedins at Chicago, a sthrange sintimint—I think that's what thay call it—cum into me mind. Sez I to meself, if Unkel Sam takes th rodes what'll become o awl thim ralerode offshels. Just thim me eyes landed on th guy that I sed before kanned me wan time on th Cinthral fer runnin too slow wud an ould mogul that cuddent fall down a mountain, an soon I seen th other lad that suspinded me fer runnin too fasht wud full tunnige, an th more I thot about it, an th longer I lookd at thim, th madder I got, an sez I, if th governmint do take th rodes, an kann thim guys, I'd like to get aich o thim out wud me firin fer me just wan thrip wud a full tunnige thrane an a tank o shlack cole on a mallee about two hours late. Wan thrip wud be enuff Bill, fer I'd hang thare hide on th cole gate, sind in me resignashen, an die happy.

Thats about awl I have to say about th Chicago conference. I thot I bether rite soon so if annybody axed ye who wun ye kin tell thim, an if annywan say we didn't ye'll no what to call thim rite off th reel. If thares anny noo developmints ye'll heer promptly fromm

Yours throoly,
JASON KELLEY,

Questions and Answers

By JASON KELLEY.

Question. About how much of the heat from fuel is wasted—Is it forty per cent? Where is the waste and where is it most shown? **ENGINEER.**

Answer. With the modern super-heater engine having brick arch, feed water heater and stoker, the waste of heat is more often below thirty per cent than above it, and some figure it as low as twenty-five per cent.

The most waste heat is that which passes out of the stack with the exhaust. There are other sources of waste, however, such as the radiation of heat from exposed parts of boiler and firebox and that represented by boiler leaks and steam blows in pops, valves and cylinders.

Question. I see the traveling engineers' committees, to decide the best way of handling an engine, have decided that the full throttle and short cut off is the only proper way with the super-heater engine. Why it is any more proper with a super-heater engine than a saturated engine? **ENGINEER.**

Answer. It is not any more proper with the super-heater engine to use the wide open throttle and short cut off. The difference between the wide and the light throttle is chiefly one of lubrication. The practice which will permit the cylinders to be sufficiently lubricated is the one most favored by the average engineer. If it is not theoretically the best we think it is practically so, all things considered, in spite of the fact that we also believe the wide open throttle is the correct thing if proper lubrication can be had.

Those who would permanently settle the question of locomotive handling would do well to consider the problem of lubrication in connection with it, for they are too closely related to be discussed separately.

Question. What is the gain in the capacity of the locomotive since we got the arch, the super-heater, the feed water heater and the booster?

Answer. The difference between a modern locomotive with and without improvements referred to in actual draw bar pull is said to be nearly fifty per cent at thirty miles an hour, on the average.

Question. What would be the proper distance between top of petticoat pipe

and base of stack? Also the distance between top of nozzle and bottom of petticoat pipe? Engine has extension front and baffle plate.

Answer. In the first place you should know that the opening between the top of petticoat pipe and base of stack is not for the purpose of regulating draft. It really lends nothing to help the draft, but it may serve to hinder it very much if the opening is so as to prevent any of the exhaust steam from getting into the stack. It could not affect the draft through the upper flues as the course from these flues to the stack is barred by the blind diaphragm sheet. It could serve no purpose to expose the exhaust by that opening for it could not stimulate circulation.

Question. What good is the by-pass valve? Don't the relief valve do all the by-pass can do? **M. N.**

Answer. The by-pass prevents the formation of a vacuum in the cylinder when engine is drifting, by pushing the air ahead of the piston around it to opposite end of cylinder through the by-pass valves.

Relief valves only prevent the forming of a vacuum in cylinder while the valve uncovers the admission ports. With the lever left in the working notch as is the general practice now, and say it is the eight inch notch, then the relief valve prevents a vacuum while the piston is moving eight inches from the end of the stroke, so between that point, just where the valve covers the admission port again until the exhaust takes place which is about seventeen inches, there is a vacuum being formed. The result is that as soon as the exhaust is open the smoke and hot gases of front end are sucked down into the cylinders, as the saying is, but it is rather forced down, by the atmospheric pressure in the front end. These gases and smoke destroy lubrication, which is the reason why the by-pass valve was substituted for the relief valves.

Question. What effect can a loose driving box have on the riding of an engine? **R. M. A.**

Answer. It may have much to do with it. If the brass is a loose fit the axle will be continually moving back and forth, as with a loose or bad fitting wedge, thus causing a disagreeable vibration of rods besides the pound in

the box. If the main axle gets hot the driving wedge is likely to sitck—if the wedge is set up where it should be—but even if the box is cold, if the axle is not trued up when the engine is in for an overhauling, owing to the uneven wear of the bearing surface there will be a kind of humping motion set up that is very disagreeable.

Question. Does the wear of main tire have any more effect on riding of engine than that of tire on other wheels. The machinist says the tire turning machine shows more uneven wear on main tire. I thought the weight was equally divided on the driving wheels, so the wear should be the same. If not, what is the reason? A. M.

Answer. There are several reasons why the wear of main tire is less even than tire of other wheels.

In the first place the power of the cylinder is exerted, first against the main driving boxes. This develops lost motion and the backward and forward thrust of the piston causes the main drivers to drag back and forth the amount of the lost motion which is bound to wear the tires on those wheels unevenly. This action is imparted to the other coupled wheels through the medium of the side rods, but the lost motion in the rod connections modifies it considerably, so much so that a pair of main tires may be worn very much out of round when the other tires may be in fairly good shape.

This is a reason why the condition of main tire has more to do with the riding of an engine than the others.

A New One On Him

The traffic cop stopped an automobile which had been coming down the line at a speed which threatened destruction to itself, its occupants and all in its path. "What in the world do you want to stop me for?" asked the fair pilot. "Because you were running forty miles an hour," gruffly replied the cop. "Forty miles an hour," repeated the lady, "for the lands sake I've only been out about fifteen minutes."

"Gwan," said the cop, "that's a new one on me." And the lady with an air of injured innocence proceeded on her murderous way.

Current Comment

At the recent strike conference at Chicago there were representatives of nearly 200 railroads present, nearly all of whom were presidents, vice presidents or general managers, and representing the most powerful combination of industrial brain and capital ever assembled in this country.

Mr. Ben W. Hooper former governor of Tennessee and chief spokesman for the labor board who visited the headquarters of the Brotherhood representatives and made a personal appeal for peace, was probably the happiest man on the labor board when the strike was called off, for it was largely through his intelligent effort that the concessions of the board were made to fit the demands of the Brotherhoods.

The strike was prevented when labor was assured that in the future no further wage reductions would be put in force by any railroad without the legal sanction of the labor board and that any such application for wage cuts or changes in working conditions would have to wait their regular turn on the docket. This, in view of the immense amount of business already in the hands of the labor board, would make it impossible for it to consider wage reductions for some time to come.

When Grand Chief Stone, chairman of the committee representing the employees, asked the labor board why it failed to call the railway executives to account for failure to respect its rulings, but immediately summoned labors representatives for protesting against the 12 per cent wage cut, he touched a tender spot in the armor of the board and showed where the Transportation Act was lame in providing the labor board with guns that were effective only when turned upon the workmen, a fact which detracted from the prestige and effectiveness of that body in dealing with the railroads, a fault which in various ways was responsible for the causes that led up to the taking of the strike vote.

The Railway Review says "the railway labor board surrendered to the Brotherhoods to avert a strike." This was a sore disappointment to the rail-

roads for they had planned for a nation-wide strike. They really welcomed it. They figured that with five million workmen idle the time was most opportune to crush the unions, but the assurance of the labor board that further application for wage reductions would not receive consideration, for a year at least, brought about the calling off of the strike and spoiled the plans of the railroads.

That the ending of the Chicago conference in the manner it did was not to the liking of the railway executives was further evidenced by a statement read by T. DeWitt Cuyler, chairman of the railway executives just before adjournment. Touching upon the point where the employees declined to accept a wage cut because of the continued high cost of living, the statement said, "There is no assurance that the cost of living will not be reduced within the next few months."

So upon that assumption the employees were supposed to meekly accept any wage reduction the railroads might choose to make. Just a case of "live horse and you'll get grass." It mattered not that wages followed the upward trend of prices during the war, the railroads demanded that they should also lead the downward trend after the war, that labor should bear the financial burden of reconstruction in accepting further wage cuts, with no assurance, not even a promise that living costs would be reduced in the near or even distant future.

Section 422 of the Transportation Act provided that the Interstate Commerce Commission arrange rates so the railroads can earn $5\frac{1}{2}$ per cent on their own valuation figure, and an additional 1 per cent to cover improvements. So is it any wonder the traffic rates are high, or that the executives want to lower the wages of employees. In the light of recent experiences we are confident that if rates were doubled and the employees gave their services free, the time would eventually come when the railroads would again be in financial distress. Neither higher rates or lower wages will save the railroads. They are too far gone for that. It is not merely a question of economical or efficient management but one of common honesty, and the private owners seem

to be either extremely stupid or beyond the pale of moral redemption.

One of the peculiar features of the activities of capital towards reconstruction in that while it seeks to lower the price of labor, it is making no effort whatever to lower the cost of living.

For example: The New York Tribune of October 12th, reports that prunes which bring the California producer six to seven cents per pound are selling in Chicago at forty to forty-five cents per pound. This is of course an exceptional case, but in general the price of foods has not declined in the same proportion as the employer would reduce the price of labor.

When the railroad employees declared for a strike, the powers that be at Washington loudly proclaimed they would see why the ruling of the labor board was defied by the workers, yet, when the M. & N. A. railroad defied the order of the board to not disturb wages, and later the A. B. & A. railroad did the same and was supported by a federal judge in doing so, the powers that be viewed the situation quite complacently. It makes a difference you see, and that difference represents the margin between good and bad laws or the administration of them.

The first work of the unemployment commission that met in October was supposed to be along the lines of increasing employment. That was what it was appointed for, but instead of doing so it immediately took steps to increase the length of the work day from eight to ten hours. This act was not the last straw exactly, but it surely weakened the confidence of the "employees" in the employers, and the government as well, and was one of the several factors directly responsible for the large percentage of employees that voted in favor of a strike.

The anti-prohibitionists are charging the present widespread unemployment to prohibition, as it eliminated one of our biggest industries without providing a substitute to maintain the industrial equilibrium of the country. At the same time we learn that under prohibition the ice cream business has developed into one of the five leading industries of the United States. The

world may seem a little out of balance to the longing, prejudiced eye of the boozier, but most people believe that the change from the old dark smelly booze joint with all its festering moral sores, to the present average ice cream parlor is well worth the cost. Of course it was possible in the old booze joint for a fellow down at the heel and out at the elbow to get something that would make him forget his troubles which ice cream won't do, but it will do better by giving you less troubles to worry about. So the prohibition laws have a double benefit in that they protect society against the boozier and the boozier against himself.

When the A. B. & A. railroad management ruling of the labor board against wage reduction and the federal court backed up the action of the railroad, there was no action taken in Washington. The A. B. & A. employees went out on strike and yet there was no action taken but when the nationwide strike was ordered by the Brotherhoods and the date fixed, Washington woke up, the President declaring that the rulings of the labor board must be upheld at all hazards or words to that effect. If Washington had so ruled when the A. B. & A. and the M. & N. A. and the Pennsylvania, Erie and the New York Central and other roads, openly defied the board there would have been no strike proposition to consider and the administration would have been spared the humiliation of being placed in the compromising, if not actually ridiculous position in which it found itself when the strike vote forced it to show its tardy and reluctant hand.

The Railway Review of October 8th. in an article headed "Some More Of The Strike Bluff," has the following choice bit of advice to offer the railroads.

"The Adamson bill should be promptly repealed, and as for threat of a strike it should meet with vigorous defiance by an immediate movement looking to a substantial reduction in wages." The logic of such advice is on a par with the act of throwing oil on the fire to put it out.

The Review then says "we will determine which is the stronger, the unions or the people."

What a wonderful system. The Review would have the railroads egg the unions on to tie up transportation so as to discommodate the public and then egg the public on to fight it out with union labor, while capital would stand on the side lines and tax both sides for participating in a contest from which the railroads alone would benefit.

John M. Glenn, Secretary of the Illinois Manufacturers Association, said the railroad labor board should be abolished, as it was costing the public \$2,000,000 a day, which is merely another way of saying the wage rates should be reduced \$700,000,000, thus putting it back to the rate existing prior to July 1920. So you can see where Mr. Glenn gets off.

We frequently hear and read of the force of public opinion, but the fact is, that for the size of it, public opinion is about the weakest thing in existence.

What the public lacks is organization. In its present helpless state, it is the victim of every political or financial combination that chooses to hold it up. It is like a giant bound hand and foot and even gagged for it has no part and precious little voice in its own affairs.

The utter helplessness of the public was shown in the period following the ending of the war when prices were soaring and labor vainly striving to get wages to keep pace with them. The organized workers did succeed to a certain extent, but the public that part of the people who were wholly dependent upon their municipal or state or national representatives were helpless before the organized attack of the commercial sharks in every branch of trade.

The first effective effort made to check profiteering was that of the Advisory Board of the B. L. E. when it went to Washington and pleaded before President Wilson and his cabinet to use its influence to set the machinery of government in motion to reduce the cost of living.

"Drive slowly and see our city; drive fast and see our jail." This sign, a welcome and also a warning, is posted on roads leading into Atlantic City, New Jersey.

The Foster-Thompson Feed Water Heater

The cut below shows our heater completely installed in a saturated engine, with the exception of deflecting plates and netting which were arranged so that we produced an improved draft with larger nozzle tip. In this heater we had 735 feet of tubing to provide heating surface for feed water. We are now building a heater to be installed in a superheated engine on one of our largest roads, in which we shall have over 1,500 feet, or more than double the heating surface shown above. Our fuel saving was 14 per cent per thousand ton miles, and we reasonably expect a much greater saving from our latest design which, in all respects, is a decided improvement over our former design.

As Mr. P. N. Murphy stated in his letter appearing in the November issue of the JOURNAL, we have room in our organization for a few good men on all the leading railroads. Those of you who are sincerely anxious to get in on a good proposition, we would like to know and be permitted to advise you

more fully regarding our whole plan. A line addressed to our general office will receive prompt attention.

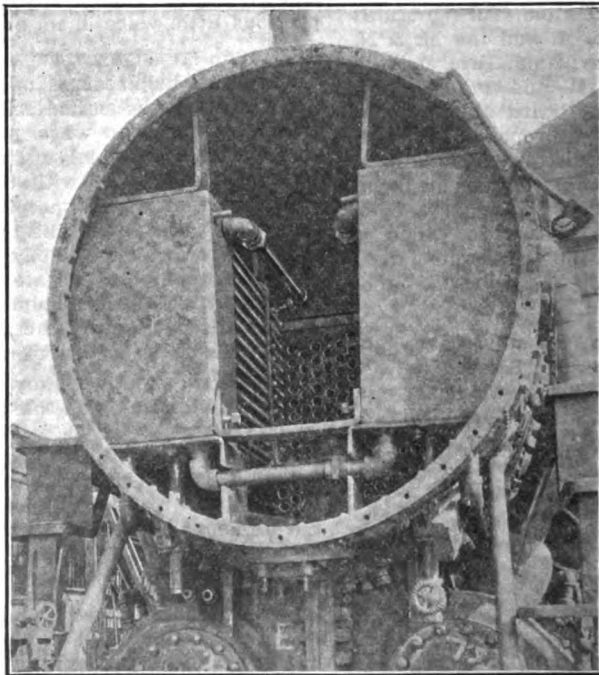
LOCOMOTIVE ECONOMIZER CORPORATION,
140 Nassau Street, New York City.

The safety department of the Baltimore and Ohio Railroad has found that from 1917 to 1921, but one out of every four automobilists used the necessary precautions at railroad crossings.

There were 4,350 persons killed and 12,750 injured during that period. This may seem a large number to the average person but the engineer who sees so much of the blundering carelessness of the average automobilist will wonder the number is not greater.

Shakespeare Law Unto Himself

A correspondent wonders how such a phrase as "piping time of peace" could originate. One might think it referred to the Indian's peace pipe, but Shakespeare was rather unfamiliar with the customs of American aborigines. However, Shakespeare did what he pleased with English language.



THE FOSTER-THOMPSON FEED WATER HEATER

Train Rules—Standard Code

BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

BY G. E. COLLINGWOOD

Chicago, Ill., Nov. 1, 1921.

I am about to be examined for promotion to engineman and I will appreciate it greatly if you will give me the correct understanding of the following cases:

(1). Order No. 1. "Engine 730 run extra A to Z."

Order No. 2. "Engine 731 run extra Z to A and meet Extra 730 north at H."

Order No. 3. "Extra 730 north meet Extra 731 south at G instead of H."

Order No. 4. "Order No. 3 is annulled."

What I wish to know is this: When order No. 4 annulled order No. 3, would order No. 2 still be in effect?

After the four orders are issued will Extra 730 north have a clear track A to Z?

(2). No. 3 is due to leave A, which is the terminal station on the first division and the initial station on the second division, at 12:06 p. m. on the old time table. A new time table took effect at 12:01 p. m., which scheduled No. 3 out of A at 11:55 a. m. No. 3 left its initial station AA on the first division at 10:15 a. m.

What bearing will the change of time tables have on this train?

As far as I can see No. 3 corresponds in number, class, day of leaving, direction and initial and terminal stations. My contention is that No. 3 cannot run on the second division as it is due to leave A before the new time table takes effect. On the other hand the second sentence of rule 4 seems to provide movement for No. 3. For this reason I am in doubt as to what will become of No. 3.

(3). Order No. 1. "Engine 539 works extra 6:45 a. m. until 5:45 p. m. between A and H."

From A to H is westward. The distance between A and H is 20 miles and the first work this work extra will do is 15 miles from A. My understanding

is that a work extra receiving such an order cannot get to the point where it is to work without flagging unless it receives an order reading, "Engine 539 works extra 6:45 a. m. until 5:45 p. m. between A and H not protecting against eastward extra trains." Please set me right.

(4). What is meant by the last paragraph of Form F for sections, in standard forms of train orders? It reads, "When sections are run to an intermediate point of a schedule, the train orders must specify which section or sections shall assume the schedule beyond such point."

(5). Some men claim that the time of a regular train applies at the passenger station; others claim other points. Kindly give me a correct understanding.

A Member of Lodge 93.

Answer. Orders once in effect continue so until fulfilled, superseded or annulled. From this rule you can see that when an order is fulfilled, when it is superseded or when it is annulled, it ceases to exist as a governing factor. In considering this it is understood from the rules that by "orders" is meant that portion of an order, or all of it that is fulfilled, superseded or annulled. For example, No. 1 holds an order to meet No. 2 at B and No. 4 at C. When it meets No. 2 at B it has fulfilled that portion of the order and when it meets No. 4 at C it has fulfilled all of the order. On the other hand the meeting point at B with No. 2 might be superseded or annulled, or both meeting points might be superseded or annulled. In short, only that portion of the order is superseded or annulled as may be covered by the order which supersedes or annuls it.

In the case at hand, order No. 4 annuls all of order No. 3 and as order No. 3 contained the only meeting point between the two extras that remained in effect, this leaves the two extras without a meeting point. After the four orders are issued extra 730 north has a clear track so far as other extra trains are concerned, but must clear the time of all regular trains in the opposite direction.

But if I were the engineman of extra 730 I would like to make sure that extra 731 had ceased to exist as an extra, otherwise it too could proceed

regardless of extra 730. Of course, the dispatcher should see to that, and not permit extra 731 to continue on its way in this case; but for the reason that dispatchers have been known to misunderstand the exact action that a train may be permitted to take under a combination of orders like the one involved it would be better to make sure of the dispatcher's understanding before proceeding.

When order No. 3 is annulled order No. 1 remains in effect to authorize extra 730 to run from A to Z and that portion of order No. 2 remains in effect which authorizes extra 731 to move from Z to A, hence the precaution of making sure that extra 731 has been deprived of its running order, otherwise both extras might proceed towards each other without a meeting point. Should such a thing occur the dispatcher would be at fault, but the crews might also be censured for failing to inquire about the opposing extra.

(2). Schedules on each division date from their initial stations on such division, or subdivision. In this case the schedules correspond as to day of leaving, but No. 3 cannot run on the second division because there are only two ways in which a schedule of the new time table becomes effective and schedule No. 3 of the new time table does not come within the scope of either method. The first way in which a schedule of the new time table may become effective is to be due to leave its initial station on a division after the time the new time table takes effect. No. 3 of the new time table is due to leave its initial station at 11:55 a. m., or six minutes before the new time table takes effect, so that the new schedule cannot become effective by this method. The second method of putting a new schedule into effect is when the schedule of the old and the new time tables correspond as required as to class, number, day of leaving, direction and initial and terminal stations and the train is authorized by the old time table. No. 3 cannot take advantage of this method because it is due to leave its initial station on the old time table at 12:06 p. m., which is five minutes after the new time table takes effect, and as a result the old time table will be superseded before it can authorize No. 3. It follows that No. 3 cannot run

on the second division on the day the new time table takes effect.

(3). You are right. When a work extra receives an order like No. 1 it must protect against extra trains in both directions and must clear the time of all regular trains. It follows that the work extra could not leave A on order No. 1 except under flag protection so far as eastward extras were concerned.

(4). The paragraph was inserted under form F to prevent misunderstanding when sections are started to an intermediate point on a schedule, that is, when they are run to a point short of the terminal station of such schedule. For example, "Engines 20, 25 and 99 run as first second and third 1 A to B." It is the intention to have an addition made to the order stating which engine will run as No. 1 from B to Z, in case one of the trains is to run through to Z. This may be done by adding to the order, "engine 20 run as No. 1 B to Z." But when an order is given as per example (3) it is not necessary to add such information because No. 1 has assumed its schedule to the terminal station and the signals are displayed only for the movement of the second section. This example reads, "No. 1 display signals A to G for engine 65." In this case the second section would not be authorized beyond G, while the first section, having assumed the schedule, would run to Z. The difference between this case and the other is that in this case the first section is not moving on a form F order, but is moving on the authority of schedule No. 1 which it assumed.

(5). There are three points at which schedule time for a train may apply, depending upon the station. If there is a siding at a station the time will apply at the switch where an opposing inferior train will enter the siding. This means that for a westbound train the time would apply to the west switch and for an eastbound train the time would apply at the east switch of the siding at such a station. When there is no siding at a station the time applies at the point from which fixed signals are operated. That is, if there was a train order signal it would apply to the point from which that signal was operated; or if it was an interlocking plant the time would apply to the tower from which the signals were operated. But where there is neither siding nor fixed

signal at a station the time shown on the schedule applies to the point at which traffic is received or discharged. This is a very important subject and must be fully understood in order that schedule time can be correctly applied. It must also be remembered that the time on a train order applies exactly the same as schedule time.

Winchester, Va., Oct. 13, 1921.

I am running an engine on single track and receive an order to work extra between A and B 11:01 a. m. until 12:01 p. m. protecting against extras.

After receiving this order the dispatcher told the conductor that the section foreman would hold all trains at B until work extra 3832 arrived. Would this be standard railroading?

A Member.

Answer. It is not standard practice to handle trains in the above manner. Such a movement is not authorized by the rules. In this case the work extra has instructions to protect against extra trains and the only way it can do so under the rules is to protect by flag or get an order against opposing extra trains. The time of all regular trains must be cleared.

Once in a while a condition arises in which it is of vital importance that a work train move against some opposing train under some such arrangement as that indicated, but this fact does not justify such action under the rules nor does it confer any authority on the crew of the work train to make the movement. The action of the crew in such a case must be governed by stress of circumstances and it must take into consideration the physical characteristics of the road and the condition of the weather. In short, if such a movement is made it must be made with a clear understanding that it is in violation of the rules and full responsibility for the movement must be accepted by the work train crew.

Scranton, Pa., Oct. 25, 1921.

We use double track on this road. Are we required to check the register for opposing trains at register stations?

Reader.

Answer. On double track the register need only be checked for the departure of superior trains. It is not necessary to check opposing trains at all under the rules. It is not a bad practice to know what opposing trains are still

back, but such knowledge is not necessary nor does it furnish any authority in case a crossover movement is to be made. Crossover movements must not be made except when necessary and then must be fully protected in both directions by flag and the method of procedure must be governed by blocking rules. Usually blocking rules require permission to be obtained from the signalman before a train is permitted to cross over.

About Women

An exchange says that "silk stockings are said to protect the wearer against lightning."

We knew they were a protection against something, but couldn't just think what it was.

"At a mothers' meeting held recently in South Centre, Kan., a ban was put on high heels and short skirts."

Now we know what's the matter with Kansas.

"Women in China never kiss. When a Chinese woman wishes to show her affection she gently touches the hand of her beloved."

That may be all right for the women in China, but they couldn't get to first base here in America. The only touch that counts in this country is the financial "touch."

No Wonder He Couldn't Sympathize

"Tom" Outhouse, general chairman of the Mobile and Ohio, relates the following to illustrate how we must needs have a fellow feeling to have a proper human sympathy. He said:

"I was batting the very tar out of an old engine some years ago, just trying to make her do all she could under the conditions, and the conditions were ——— bad. (Tom emphasizes his remarks frequently.) The fireman was as busy as one-armed paperhanger trying to hold her up and was getting only fair results at that. When she commenced to lag I gave him a few tips on how to fire her, but she got worse. He turned to me saying, 'Where did you fire?' I told him I never fired, that I was a born engineer. 'Ah!' said he, as a gleam of light came into his eyes, 'now I understand why you are batting her hard and have no sympathy on m

Not a Dream (On the Engine)

REPUBLISHED BY REQUEST

The westbound freight was slowly tolling up the winding grade,
The moonlight quite obscuring, by the smoke the mogul made.
While the noise of her exhausts, so lame, on that December night,
And the pounding of her brasses and her rods was just a fright;

She was leaking at the mud ring and the flues were leaking too,
And it really was disgraceful how the valves and packing blew.
While the piston rods and valve stems, were blowing, it was said,
So badly that a house on fire could not be seen ahead.

The engineer was busy shoveling down some tons of slack,
For he felt that if he didn't lend a helping hand to Jack
The kid, tho' gamely trying, couldn't keep her hot, you see,
So they could make the Summit for the flyer, No. 3.

In the corner, on the fireman's seat, there, swaying to and fro
Sat a figure, grim and silent, not a worry did he know;
No little thing like failure to make anywhere, for 3.
Could cause the least annoyance to one so cool, as he.

The "Summit" reached, the fireman gave the silent one a poke,
Which, when it was repeated, with some vigor, he awoke.
And threw the switch to let them in, then at the engine crew,
He hollered, keep a sharp lookout, I'm goin' back to chew.

(In the Caboose)

"What's the matter," said the flagman, "that we don't make better time
Here we only are at Summit when we otta be at Lyme."
"Why, the engineer is buckin'," said the one who came to eat,
He who swayed so long, and silently, upon the fireman's seat.

"Yes, the engineer is buckin'," said he in louder key, "con" awoke, and yawned, and wisely thus spoke he.
"You're right, Old Pard, the engineer is buckin', for I know,
There is no reason I can see why he should run so slow.

And he woke me up at Mayfield when he set the air so hard,
I knew then, he was buckin'." "You're right," chimed in "Old Pard."
"Yes, he most woke me up too that time and I'll call him down for fair,
If he jars me so again; he's just a 'butcher' with the air."

Said the "con" with look of wisdom, and the air of one who knew,
"That engine has a yard of leed and big expanshun too;
And I have heard Bill Blazes say that she could climb a tree,
And Bill, you know, has been a con' since eighteen ninety-three.

"When an engineer is buckin', or don't savey to the game,
No matter how we hustle, said the con its just the same;

If he don't know how to work the leed, and the expanshun, too,
He's a burden to the company, and a Joner to the crew.

"Said he if I was Manager, I'd fire some engineers,
Who have been running engines here on this man's line for years,
And I'd put the old conductors, who from service had retired,
On the engines, in the places of the engineers I fired.

"Then there would be something doin' here on this man's line for sure,
And then complaints would not be heard about the coal that's poor;
While such things as foaming boilers, would be stories of the past.
And the time that trains would make, then, would be nothing else but fast."

The "con" then, quite exhausted by the logic he'd expressed,
Again reclined his weary form, resumed his broken rest,
And when the mogul whistled off, on that cold winter night,
The flagman gave the high ball, while the "con" just said, "goodnight."

JASON KELLEY.

How We Got Beat at Our Own Game

There were about a dozen of us runners smoking and chatting in the engineer's room at the roundhouse one day, some years ago, when in popped a natively attired young woman who tried to interest us in a book she was selling, the title of which was "Missionary Work Among the Heathen People," or something of that kind. Anyway, I recall quite distinctly that we didn't want the book nor even wanted to see or talk about it. It looked like bad business for the book agent. She asked for us to chip in for at least one copy for the engineers' library, but that even failed to move us. Just then one of the party happened to spy Big Jim Blodgett, who was just outside the door trying to pack a valve stem with hemp, and as the throttle was leaking on the old "Rogers" he was having his troubles punching the hemp in, which would blow out just as fast, scalding his hands each time, and, as Jim was a noted grouch anyway, you can imagine what was in store for the book agent when she tackled him, but we told her that if she could sell a book right away to Jim Blodgett we would buy a book apiece. We also told her a few things about Jim to help her, as it was plain that he was in no frame of mind to be approached with anything

less than a gatling gun. However, the young lady tripped lightly over to him, tapped him gently on the shoulder, told her mission in a few words that took only about ten minutes, and then it happened, for Jim relieved himself of a flow of choice profanity that was appalling. The young lady was prepared for that and only smiled the sweeter, so when Jim quit popping off she came back at him like this:

"Now, Mr. Blodgett, I don't mind your swearing a bit. My father was an engineer and he used to swear. He also used to say that a railroad man who didn't swear now and then was no good. If memory serves me right he was a good railroad man, but at that I don't think he had anything on you, Mr. Blodgett, and I know you are going to buy one of my books. Just then we saw Big Jim go down in his jeans and we knew it was all off with the rest of us, so we did likewise, and that young lady took orders for thirteen books in all, remarking that it was an unlucky number, but she'd be willing to take another chance for thirteen more.

She thanked us for what she termed our hearty co-operation and left with a million-dollar smile, after beating us at our own game.

J. K.

Favorite Indoor Sport of Railroad Press

A favorite indoor sport of the railroad publication today is knocking Henry Ford's management of the D. T. & I. Railroad. They say it is only 451 miles long. As if Mr. Ford could help that. Why not hunt up the guy who built the road and soak him. They also say that Ford needn't be so chesty about what he has accomplished, and the joke of it is he isn't chesty about that or the other bigger things he has accomplished. The fact is he has done so many big things that they have become commonplace with him. His critics are finding fault with the passenger service too. Don't have enough parlor and observation cars. They find fault with the freight service as well, but they are more specific in the reasons they assign for that. They don't kick on the reduced freight rates, nor on the quicker service, but they say he couldn't do it if he didn't ship so much of his own

freight over the line. Reminds us of the story of the "yokel" who being asked if he didn't think the building of the Brooklyn Bridge was wonderful work, said he didn't see anything wonderful about it as the fellows couldn't have built it if they didn't know how. That is about the brand of logic being offered as to why Mr. Ford has made a success of the D. T. & I. Railroad after raising wages and lowering traffic rates.

They even say Mr. Ford is running his road at a loss which he makes up from the profits of his big manufacturing business. What do you think of that? When Ford made the minimum rate of pay for his factory employees five dollars per day and put a machine on the market for the lowest figure of all the auto manufacturers, did he run his auto business at a loss? If so, where did he make the loss up from?

Right now the railroad executives are busy trying to invent argument to show the Interstate Commerce Commissioners why traffic rates should not be cut on their lines and the railroad labor board why wages should. Mr. Ford's performance with the Detroit, Toledo and Ironton presents a strong counter argument for them to overcome.

They are even resorting to ridicule. They are calling his proposed 75 ton locomotive the "flivver" locomotive, but Henry goes right along paying no more attention to them than would a mastiff to a pack of yelping poodles, as if to say, you are not in my class. And that is the fact of the matter, for Mr. Ford is in a class by himself, with a combined genius for invention, organization—and fair play that is unsurpassed in industrial history.

Purpose in Life

Have a purpose in living. Aim to be somebody and to do something, and to know just what it is you mean to be and do. Some people pity those who fall short of their ideals—the inventor who fails, the statesman who is so far in advance of his constituents that he receives censure instead of praise. But these are not the ones who need your sympathy. Save your pity for those who are drifting through life without a goal, who are living without a purpose.



WOMAN'S DEPARTMENT

Communications for publication must be written on one side of the paper, and reach the Editors not later than the 7th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editors reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to Mrs. ELIZABETH HIENERWALD, 3801 Fairmount Ave., West Philadelphia, Pa.

And matter for the Grand President to Mrs. M. E. CASSELL, 1497 Alameda Ave., Cleveland, Ohio.

For the Grand Secretary, Mrs. ELLA D. TURNER, 5339 Maple Ave., St. Louis, Mo.
For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 7645 Sheridan Road, Chicago, Ill.

Little House of Christmas

By MARTHA HASKELL CLARK

Little House of Christmas, in your white
lane set,

Halfway twixt the highways of Remem-
ber and Forget,

Once a year your windows wake with
welcome taper-glow,

Once a year your gate swings wide to
feet of long ago.

Little House of Christmas, at your fra-
grant feast,

All are bidden to the board, the great-
est and the least;

Silk and velvet-mantled Hopes rub el-
bows side by side

With little, tattered, beggared Dreams
that crept in wistful-eyed.

Little House of Christmas, all drifted
deep with snow,

Holly-decked, and sweet with fir, and
hung with mistletoe,

All the roads of all the world, cheerless
were, and drear,

Were your blazing Yule-logs quenched
that beckon once a year.

Hands stretch welcome at your sill the
years have thrust apart,

Memories clasp tender arms about each
lonely heart,

Long-lost faces gather close, voices
loved of old

Ring across the holly-boughs beneath
the taper-gold.

Little House of Christmas, in your white
lane set,

Halfway twixt the highways of Remem-
ber and Forget,

May each storm-blown wanderer, weary
and alone,

Hear some voice call cheer to him across
your lintel-stone.

—FROM THE DECEMBER SCRIBNER.

A Christmas Message

To you and to me comes the chime of
the bells down the years, and the same
beautiful star guides our thoughts to
the manger wherein lay the Babe, the
hope of the world so many years ago.
We offer our praises, our gifts, and our
song, in just the same way as the Wise
Men of old. The gladness of the day
comes from the heart, from knowledge
that someone's Christmas is made the
happier, because of your kind thought,
either directly or indirectly. I feel as
if the day is peculiarly fitted for good
deeds, happy smiles, and a handshake
or thought for the stranger who may be
within our gates. Let us remember too,
that through the birth of the Babe in
the manger, and through His death, the
spirit of "giving" should be made pos-
sible by "forgiving." It is the dear spirit
of Christmas; then when we hang up
the beautiful emblem of that holy day,
let it be with a heart swept clean and
flooded with love. Look around for

some one less fortunate than yourself and give of your cheer; then when you sit down with those dear to you, to partake of the Christmas feast, it will be heartily enjoyed because in no case have you neglected to remember those whom the Prince of Peace has given into your care, and today, to all my beloved G. I. A. Sisters, I send my Christmas greeting.

Holly wreathed is the wish I send,
And hidden within is the heart of a friend.

ELIZABETH HIENERWALD.

"For lo, the days are hast'ning on,
By prophets seen of old,
When with the ever-circling years
Shall come the time foretold,
When the new heav'n and earth shall
own
The Prince of Peace their King,
And the whole world send back the song
Which now the angels sing."

Just a Message

For some time it has been my desire to send a few words to our members, who read the JOURNAL, but almost constant travel since early in August has prevented me from writing. The wonderful trip through Canada is deserving of more than passing mention. Never shall I forget the magnificent scenery as viewed from the observation car on the C. P. R. R. between Montreal and Vancouver. Some distance that, but full of interest. In taking this trip I was enabled to come in touch with most of the G. I. A. Canadian Divisions and the splendid hospitality accorded me everywhere will ever remain with me, making me feel that now we are better acquainted and that we are indeed one in the interests of the G. I. A. Many splendid meetings were held in which the Brothers joined and I was made to feel that all the good work of our order was fully appreciated by them.

If I could only have time and space to tell of the good meetings held everywhere it would be a pleasure for me to dwell upon, but suffice it to say that the generous welcome given me and the hospitality received everywhere was more than appreciated. It is to be hoped that the visit to Canada will be of mutual benefit to myself and the Sisters.

Since my return from the Dominion I have visited New England, New York, Michigan, Minnesota, Iowa and Missouri, consequently have not had much time to get out the inspection list. Hope to have it ready for the January Jour-

NAL and also dates and places where the schools for inspection will be held. The first one was held in St. Louis in November and was a success, although only a few inspectors were notified to be present, owing to the uncertainty of the strike. Too much praise cannot be given the St. Louis and East St. Louis Divisions, under the management of Sisters Horstman and Cody, for the splendid exhibition given us of the ritualistic work. This was my first opportunity of seeing our new Grand Secretary, Sister Turner, in her well-equipped office and it is a source of gratification to know how smoothly and splendidly the work is going on with our present secretary and treasurer.

Just a word about the changes made in the Grand Office since the death of our Sister Merrill. Sister Crittenden was offered the office of Grand Chaplain and accepted, which made a vacancy in the ranks of the A. G. V. P.'s. This appointment was given to Sister Dorsey of Springfield, Ill., who for many years has been a faithful worker in the order. We trust that no more changes will come to us for a long period of time, as the responsibility is great to the one who must meet it.

Many inquiries are being made about the widow's pension law. The offices of the B. of L. E. tell us that it is experimental and our women should study it carefully and understand it thoroughly. The one thing they should know is this: The widow will not receive benefits unless the husband was a beneficiary of the pension at the time of death. Just the fact of being a widow will not entitle her to benefits. Think it over and then if you join you will know what to expect.

A word of caution to our members of the Relief Association. If you do not get your assessments in on time, and that means the last day of each quarter, you not only lose your insurance, but also your membership in the G. I. A. Read Article No. 4, page 102; this applies to old as well as new members. Be careful, as you cannot afford to lose your membership in the Relief Association or the G. I. A.

Will close this message by wishing you all a Merry Christmas.

MARY E. CASSELL,
Grand President.

Pension for Women

The recent concession of the B. of L. E. to wives of the Pension Association members is most remarkable. Nowhere else is such an opportunity offered. There are no questions concerning age, physical or financial condition, or number and age of dependents. The only stipulation is that your husband must be a member of the Pension Association of the B. of L. E. There is no application fee, no annual dues, no investigating committee, no balloting, the cost only \$1.75 per month.

What a comfort it has been to the brothers, that when total disability comes through poor health or old age they can draw a pension. Many a man is wondering how the wife is to "weather the gale" after he has passed away and the pension ceases. After the proposed branch of the Pension Department is established, that cause of worry will be removed.

What a pity this offer could not have been made before. Think what \$25 per month would mean to some widows you know. These cases should be a warning to all who are now blessed with work and strength to do it, and should teach them to save themselves from a similar fate. Surely not one of our husbands who is paying for his own protection could be so selfish as to begrudge \$1.75 a month to protect the woman who is carrying her share of the family burdens, and is ever at his side to assume her share of solving the perplexities of family life.

We see pictures intended to portray the relentlessness of death. Is that condition more to be dreaded than dependency? Earning capacity gone through ill health or old age, you may have to be supported by relatives, friends, fraternal societies or public donations. Can you imagine anything much more gruesome? Turn that picture to the wall by buying a pension. In one year's time you would receive more money than your assessments would cost in fourteen years.

Wives of B. of L. E. men, interest your husbands at once, read *October Journal*, page 856, and join now. Don't wait to see how the plan succeeds. Are you not ashamed to stand back and allow someone else to furnish power for your band wagon? No doubt the proposed rules are weak in spots, but next

convention will mend them. And are you sure you will be eligible to join by next convention? Join now, for circumstances may so change that you will be a grateful pensioner by 1924; refuse to join now, and you may be accepting charity begrudgingly given.

No one who is eligible can afford to delay, not even the younger ones. Who knows what the next three years have in store? Remember that age and total disability do not announce their approach by shouts, but silently they come, and once their fangs are fastened, no power can throw them off.

If we wish to receive the benefits of this proposed plan, we must join ourselves, and urge others to do so, for 10,000 of us must "go over the top" before December 31st, or the battle is lost. Take time for missionary work, even if the Christmas presents are delayed. It will pay you, and your friends will forgive you when you explain.

If this were an affair managed by strangers, it would be wise to stand aloof, but we know the ability of the managers of the B. of L. E., and now they will use all the wisdom and judgment acquired by years of experience, to build an ark of financial safety for us. For twenty-five years Bro. Prenter has received thousands of our dollars. His integrity has been tried and not found wanting. This new fund will be safe and expended for the purpose intended.

We all know brothers who postponed joining the Pension Association till too late, much to their present regret; let us learn a lesson from their mistake, and all be in the front ranks of this movement.

Ten thousand seems a good many until we consider there are 24,000 of our husbands in the Pension Association. This proposed feature of pension for widows will induce many other brothers to join.

Each wife should make it her "big business" to present the subject to her husband and see to it that the coming Christmas is the happiest ever, because both possess pension certificates.

This opportunity with so few requirements will never again be yours. Be wise.

SISTER EARNEST.

To work as if you will live forever.
To live as if you will die tomorrow.

On Saturday, October 22d, a small but enthusiastic party of our Chicago members gathered at the Palmer House to celebrate the thirty-fourth anniversary of our order. It seemed fitting to meet at this place, for it was here we were organized and we had four of the original charter members with us, Sister Stofft acting as chairman and Sister Schlager as secretary. After luncheon we were left to ourselves and our minds and hearts went back to the long ago days with our sisters to remembrances both grave and gay when we still had Sister Murdock with us. We agreed by the united voice of all present that this would be an annual affair and our next party will be well advertised; Sister Ernest Fisher as chairman had only four days in which to make arrangements and our Sister Boomer being quite ill left us rather stranded for a little time. With singing of "God be with you till we meet again" we parted to pledge ourselves further for the work of our order.

MRS. O. DANZIGER.

My Engineer

In the lonely midnight watches,
When the weary are at rest,
And from time to time one catches
Sounds of labor east and west,
'Tis then we stop to ponder
On the calling of the rail,
And the work of him out yonder,
Who defies the storm and gale.

He's a quiet, steadfast pilot,
This monarch of the rails,
For danger, comfort, cares not,
To do his duty never fails;
With his hand upon the lever,
And his eye upon the way,
This man of brave endeavor
Guides his trust from day to day.

His hours are long, his pleasures few.
For his home he often yearns;
He is loyal, earnest, staunch and true,
And a great heart within him burns;
So, when in the "wee small hours" you ponder
And you hear those sounds once more,
Say a prayer for him out yonder,
God to guide his journey o'er.

SARAH MORGAN LEWIS.

A Fraternal Visit

When the ladies of the Grand International Auxiliary to the Brotherhood of Locomotive Engineers of Belleville, Canada, held a reunion in the Oddfellows Hall on Thursday, October 20th, afternoon and evening, they did it on a large scale. There were visiting members from Moose Jaw, Toronto, Smith's Falls and Montreal to the number of about 100. The afternoon session was

called to order by the president, Mrs. C. DeLisle, who in a few well-chosen words welcomed the visitors. Calling the presidents of each division to a seat on the rostrum, after bringing in our Assistant Grand Vice President, Mrs. J. H. Mains of Toronto, all rose and gave her the grand honors after which the usual routine of business was gone through. The degree work was exemplified by the Belleville officers and the visitors were loud in praise of their excellent work. After the closing ceremonies the visitors and members were given a grand banquet.

After full justice was done to the good things provided the evening was spent in cards, music and dancing. After dancing was indulged in until midnight, refreshments were served to a large number of the young people who came up to spend the evening.

Before leaving, the visitors congratulated the Belleville ladies on their excellent work and royal entertainment extended to them, singing "For they are jolly good fellows." This brought to a close one of the most pleasant evenings ever spent in Belleville.

January 1st is drawing near. How about that pledge?

State Meetings

The thirteenth New England Union meeting of the G. I. A. to B. of L. E. was held in Waterville, Me., on October 13, 1921, with Good Faith Div. 478 as hostess. The meeting was called to order in Elks Hall at 11:00 a. m. by Sister Goodwin, president of Div. 478.

Fifteen N. E. divisions and one Canadian division were represented by an attendance of 10 sub-division presidents and 110 members.

Our Grand President, Sister Cassell, honored us by her presence and we greatly appreciated her acceptance of our invitation. Grand President Cassell gave us a most interesting and instructive talk on changes made at last convention, on insurance and fund for aged sisters, ending with an appeal for yearly donations to orphans' pension fund.

Our friend, Sister Cook, A. G. V. P., was right on hand as usual, ready by her counsel and encouragement to help us over the rough places. We give Sister Cook much of the credit for the success of our Union meetings, for

whatever our difficulties may be, an S. O. S. to Concord immediately brings the desired assistance.

An excellent dinner was served at noon in Odd Fellows Hall by Dorcas Lodge of Rebekahs and was greatly enjoyed by all, not only for the quality of the dinner, but for the opportunity afforded for sociability among the visitors.

The ritualistic forms were exemplified by the different N. E. divisions and won praise from Grand President Sister Cassell for the manner in which they were executed. During the form of burial and draping of charter by Div. 49 of Concord, N. H., the charter was draped in loving memory of our late Grand Secretary, Sister Effie E. Merrill.

Div. 259 of Portland, Me., entertained us with a fancy drill in which they formed the letters spelling "Casco Bay," the name of their division, ending with an impressive flag exercise, and showed the same careful preparation which always characterizes the work of Div. 259.

Div. 478 voted to donate the money taken in penny collection to the Sunshine Club, and a silver collection of \$16.25 was taken for orphans' pension fund to be credited to thirteenth N. E. Union meeting. It was voted to accept an invitation, extended by Sister Cook, to hold next N. E. Union meeting with Div. 155 of Nashua, N. H., some time next April, date to be announced later.

Thirteen divisions made generous pledges for "aged members fund" and with 10 divisions yet to be heard from, N. E. pledges will be a credit. Grand President Sister Cassell appointed Sister Cook to receive N. E. pledges before January 1, 1922.

Both Grand officers were presented with bouquets of carnations by Div. 478.

At close of meeting all adjourned to Modern Woodman's Hall, where a buffet lunch was served by the entertaining division. We were later joined by the B. of L. E. brothers and a social evening was enjoyed. Music was furnished by an orchestra of children, led by Master Hillard Sawyer, son of Sister Sawyer.

Grand President Sister Cassell spoke a few words of farewell, and we separated with the feeling that the thirteenth N. E. Union meeting had been a decided success.

Mrs. G. B. PILSEURY, Secy Div. 478.

On October 19, 1921, the twelfth semi-annual state meeting of Indiana was held in Huntington with Div. 19. Meeting opened at 10:30 with Sister Hubley, president of Div. 19, presiding.

After the officers' drill, all pledged allegiance to the flag. It was a great disappointment to all that we were not able to have with us our Grand President, Sister Cassell. Visitors were present from Ohio, Illinois and several divisions from Indiana who are not members of the circuit.

When the state meeting business was taken up the state president, Sister Simms, filled the chair. Very instructive and interesting talks were given by Sister Simms and Sister Studor. They spoke of the work done for the widows and orphans, the Sunshine Club, and the new fund for the aged sisters.

We adjourned at 11:45 and were escorted to the banquet hall where the Daughters of Rebekah served a very delicious chicken dinner. The afternoon meeting was called to order at 1:30 and the ritualistic work was exemplified by the different divisions.

Beautiful flowers were sent with greetings from the local ladies' society to the B. of L. F. & E.

After the meeting closed the brothers were waiting with automobiles to take the visiting sisters for an hour's ride around the city, returning at 6:00 o'clock for lunch.

At 7:30 in the B. of L. E. hall, Div. 19 had arranged for the entertainment of the visiting sisters, friends and families of the B. of L. E. The program consisted of vocal and instrumental music and a comic drill by sixteen of the ladies.

These meetings are pleasant spots in our division work, being helpful and instructive, promoting a greater social spirit.

Mrs. H. M. YOUNG, Sec. Div. 19.

October 21st the second New York state meeting was held in Albany. Divisions taking active part were 83, 193, 214, 358. State President Sister Miller called the meeting to order. Grand President Sister Cassell was brought in by a special escort from Div. 83, Grand Vice President Sister E. Hienerwald by Div. 358, and Assistant Grand Vice President Sister Cook by Div. 214, and welcomed by State President Sister

Miller. Allegiance pledged to the flag. Obligation repeated in concert. It being their regular meeting day, Div. 88 exemplified the opening form.

Reading of the minutes of the first state meeting. Drill put on by Div. 358 forming the word welcome, after which the ritualistic work was exemplified by 214, 198 and 88. The question box was liberally patronized, bringing out a store of timely information.

We were pleased to welcome our P. Grand Treasurer Sister Bailey.

Thirty divisions were represented with 19 presidents present. Thirty-four dollars collected and donated to the O. R. fund.

Sister Cassell, Grand President, gave a delightful and instructive talk, making plain many points on the new fund. Floor work was conceded to be almost flawless. Grand Officers Sister Hienerwald and Sister Cook interested those present with short talks and, needless to say, we were glad to hear from P. Grand President Sister Bailey.

Sister Miller gave an enjoyable recitation, after which she presented the body with a handsome oil painting, the work of her own hands, books to be sent to all New York divisions, proceeds to be devoted to the aged sisters' fund.

A gift of gold was presented to each Grand officer, graciously received and acknowledged with words of appreciation, and included in this golden shower were Sister Bailey, P. V. T., Sister M. Miller, state president, and Sister Meehan, musician.

In view of the fact that railroad conditions were extremely grave, and a counter attraction in our city coincident with our meeting, we had a splendid attendance.

The closing business was election and the following officers were elected to serve for 1922:

Mrs. M. Miller, state president.

Mrs. L. Lasher, state vice president.

Mrs. A. Albright, state secretary.

Mrs. J. Weeks, state treasurer.

Sister Hoolihan read the following original poem evoking generous applause:

"G. I. A. MARY"

Mary has some busy lambs,
They all belong to G. I. A.,
And any good that Mary does
They promptly sanction, right away.

She planned a "Sunshine Fund" one day,
To help lame brothers far away,
And so quickly did the cash roll in
It nearly made her dear head spin.

And now our brothers at Highland Park
Are all as happy as a lark.
For the outside world to them is brought
Through the G. I. A. and Mary's thought.

After an interesting and busy day the second New York state meeting closed its business session to meet in Buffalo, October, 1922. In the evening a delightful dance and card party was tendered members and visitors. The time sped happily until the lateness of the hour reminded us of "Home, Sweet Home," separating to hope for just such another pleasant occasion in 1922.

THE SCRIBE.

Notice

At the last convention a fund was pledged for the purpose of providing homes for our aged, dependent sisters and we want each state to raise their own amount, sending it to one person, they in turn to send it in its entirety to the Grand Secretary. Every state having an organization with a state president will please send her name and address to the Grand President, as they will take charge of this work. Sister Mains will take care of the fund in Canada and a Grand officer or inspector will take care of the states that have no state president. Each state president will send me their name and address as soon as possible.

All candidates coming into the order must take out application blank: for the R. A. at the same time they receive application for the G. I. A. As soon as these applications are returned to the division they can be balloted on and the candidate initiated before the certificates can be sent from the reliever secretary. She cannot send certificates until sure that the party is a member of the G. I. A.

MARY E. CASSELL, Grand Pres.

First American Balloon Ascension

January 9 is the anniversary of the first balloon ascension in this country. It was made in Philadelphia in 1793, and it is interesting in view of the rapid strides in aeronautics made in the past few years. Even twenty-five years ago the idea of a dirigible airship was largely a dream.

Five fig trees, grafted together as one tree, near Fresno, California, produce an annual yield of two tons of white figs.

DIVISION NEWS

On October 18th Calumet Div. No. 40, Blue Island, Ill., entertained the Chicago Circuit Union meeting. A very pleasant and profitable day was spent. There were 15 divisions represented and 11 visiting presidents. The penny drill money amounted to \$6. Union meeting voted Calumet Div. No. 40 was to have this money to use as they wished. It may be of interest to the Chicago Circuit Union ladies to know Div. No. 40 has given this to the Sunshine Club. While Union meeting was in session arrangements were made to celebrate the thirty-fourth anniversary of the G. I. A. by having a luncheon at the Palmer House, Chicago, Ill., Saturday, October 22d, this being the place of the birth of the G. I. A.

On the afternoon of Friday, October 26th, Div. 84, Springfield, Mo., followed their regular session with an informal reception to members of Div. 83, B. of L. E., and their wives. About fifty were present. The welcoming address was given by President Sister Rhodes, after which an interesting program was rendered.

Splendid papers were read and interesting talks by Sisters Noleman, Allebach, Dubuque and Bro. G. Waller interspersed with vocal selections.

These "get togethers" prove to be very enjoyable and certainly promote good fellowship and in this instance served as a means of expressing our appreciation of the generosity of our brothers who for several years have carried the rental expense of our meeting hall, and we can count on them for co-operation when necessary.

Full justice was done the refreshments prepared and served by a capable social committee. This year—1921—so rapidly nearing its close has proved a very profitable one for Div. 84. Several new members have been added and our finances are satisfactory.

In August a rummage sale was conducted which netted \$50. Our anniversary, which occurred in September, was suitably celebrated at the home of Bro. and Sister Noleman with a large attendance. Sister Noleman was largely instrumental in our organization and is still one of our enthusiastic members.

The familiar term, "Mother Noleman," is a small measure of our appreciation of this noble woman.

A Monthly Sewing Club has been formed and sociability is its chief mission, and any money earned will be applied to charity.

MEMBER Div. 84.

Another year is almost at an end. We can look back to 1921 as a pleasant year as well as a successful one. While we have combined work and pleasure this year, our treasury shows up well, and we have all enjoyed taking part. We have had several dances, which we find are always a financial success, and some card parties in between.

Sister Mrs. Edwin Warren, our chaplain, presented 281 with a beautiful American flag, of which we are very proud.

COR. SECT Div. 231.

Div. No. 74, Boone, Iowa, closes a very pleasant and successful contest in the form of an "Auto Rally" called the "Buick and Ford." Ten new members were added to our roll, attendance and new members counted as points. The Ford side being the winners by seven points. The Buicks entertained the Fords at a chicken dinner. During the dinner toasts were given and heartily enjoyed because of their timely appropriateness. An original poem on "A Ford" and a reading proved very entertaining. We hope to have another contest in the near future.

We have held several social affairs recently, none more pleasant or fun producing than the "Mystery Lunch." A farewell party will be tendered Sister F. E. Maynard, who will leave us very soon for her new home in California.

CORRESPONDING SECT.

Is Henry's Career Noiseless?

In an indignant letter to the public, through the medium of the newspapers, a railroad magnate cries down Henry Ford's success with his railroad, stating that Henry's combination of low rates, high wages and good service is considered by many to be responsible for the flourishing condition of the venture, while as a matter of fact . . . here the magnate loses himself in technicalities. It does not seem to occur to the magnate that if things were as they ought

to be a combination of low rates, high wages and good service should automatically insure the success of any railroad.

It would appear that Henry has propounded the theory—quite new in business circles—that operations conducted along strictly ethical lines can be successful, and has backed up his theory with facts. Such a revolutionary notion is too much for the modern business man to swallow; hence wild howls and direful prophecies of failure.

Meanwhile, Henry keeps the comparatively noiseless tenor of his way. There is no knowing what we may next hear from him; he may even demonstrate to an astonished world that it is possible to give the consumer the best goods possible for the least money possible without going bankrupt; that is, unless he is hanged for interfering with the return to normalcy.

Work plus thrift helps to pay your pledge.

Can Trainman Be a Christian?

Can I live and be a Christian.
On the railroad with its cares;
With its thousand frets and worries.
Aggravations here and there?

Yes, though there may be temptations.
Turn whatever way I will;
I can live and be a Christian.
Working on a railroad still.

But 'tis hard to have no Sabbath.
God's appointed day of rest;
Yet He put me on a railroad,
And He knoweth what is best.

And some day 'mid awful crashing.
Some stout-hearted engineer.
Or some worthy, faithful fireman.
May just need a word of cheer.

Or, maybe a brave conductor.
Or a hero at the brake.
Will need my hurried whisper.
"Father, save, for Jesus' sake."

So I'll work upon a railroad.
Taking all things as they come;
Serving Christ and hoping daily.
I may be a help to some.

Till the day when He shall call me
To that glorious land of rest;
Then if I have done but little.
Christ will know I've done my best.
—MILWAUKEE EMPLOYEES' MAGAZINE.

If They Get Any Better

If manufactured products get any better and the testimonial letters become more glowing, the following may be expected:

"I just wish you to know that the Fearnot automobile tire I purchased of

you in 1899 is still in good shape. It has gone 765,000 miles and shows no signs of wear."

"Back in 1865, when I came out of the Civil War, I purchased one of your Bulldog shaving brushes. I wore whiskers in the army, but decided to shave and bought the brush. It never shed a bristle until yesterday, whereupon I dropped some of your Chain Lightning hair tonic on it and six bristles have grown in to take the place of the one that dropped out."

"I confess I never saw anything like the lather your soap makes. My six-year-old boy was crying for snow one day this summer and, as Nature refused to provide a snowstorm for him, I took a cake of your toilet soap and made some lather. I filled the front yard with rich, creamy lather, an average of one foot deep, and it is in as good shape as when I made it."

"Your silk hosiery is the best ever, according to my opinion. I have been wearing a pair of your Nevertear hose since 1901 and as yet neither stocking has developed any defects whatever."

"I cannot say enough for your Resisto collars. I have one that has been to the laundry 7,544 times and it is as good as new."

"I am unusually hard on shoes, but I have worn a pair of your Hopover brand for twenty-seven years and so far they do not need half-soling."

"Ten years ago I had my hair permanently waved with your special waver and I am happy to inform you that it has not needed combing since."—Life.

Gratitude

From the Sunday School Times
What am I thankful for?
For home and friends,
For food and all good gifts
That Heaven sends.
Yea, for all these and more;
For pain and sorrow
And for stern rebuff.
For briars and stones that make my
pathway rough;
Grateful for all the thorny way I've trod,
For every hurt that sends me back to
God.

Where Phrases Originated

In the days of chivalry—when Milady was the idol of the blades of derring-do—many men of gallantry were attached to no particular prince or cause, but lent their prowess and their lances to such noble masters as might engage their service. They were, therefore, free

lances, like those present-day writers whose quills tilt the inkhorn or whose keyboards tap the ribbon for any editorial accolade. Such was the origin of the term free lance as now applied to doughty soldiers of fortune in the writing confraternity.

The phrase coat-of-arms comes also from the days when knighthood was a hardy perennial. Those jousting gentlemen of a time when fair Dulcineas rode with palfreys wore brave blazonry on their persons. Over their armor they were arrayed in a sleeveless outer garment called a tabard. Such items of apparel were embroidered with the heraldry of the wearer, whence arose the expression coat-of-arms.

One is not profane who "doesn't give a dam." A dam was a small Hindu coin at a time when the English came to India. The phrase sprang into use to signify that a matter was of no consequence. The term "tinker's dam," also, is not to be spelled damn. It is a piece of coarse cloth used by a tinsmith to hold hot solder from running.

The phrase "not worth a rap" is likewise numismatic in origin. For a rap was an Irish copper coin issued early in the eighteenth century to supply a long-felt need for small money. Nominally it was worth a halfpenny, but its metal was so thin and base that it never passed for more than a farthing.

At the front of the throat is a projection of sliding cartilage colloquially called Adam's apple. The name comes from the old belief that a piece of the forbidden fruit lodged in Adam's larynx. Hence it is prominent in males.

Daniel Drew was a western drover. Before driving his stock to market the wily cattleman would feed salt in large quantities to the animals to make them thirsty. They would drink so plentifully that their weight was much increased. When put on the scales and sold they "fetched" materially more. To this chicanery on the part of that obscure ranchman the world owes the phrase "watered stock."

Indeed, words have a romance all their own. MacAdam was a road builder, Guillotine a compassionate physician, Derrick an inventor. General Silhouette first devised the cut-outs which in the hands of a few have been raised to the point of genuine art. Lord Sandwich made a hasty repast at the gaming

table. The spurious jewelry called pinchbeck is made of a cheap alloy first used by a jeweler of that name. Mrs. Bloomer set the feminine world agog in her day. Mr. Boycott was a landlord in Ireland whose tenantry refused to pay their rentals until certain of their demands were granted.

A diverting hoax was once perpetrated by one Daly, manager of a Dublin theater. He wagered that within twenty-four hours he could introduce a new and meaningless word into the English language. That night he and his cronies chalked on walls and pavements throughout the town the four letters Q-U-I-Z. In the morning all Dublin was set wondering as to their significance—wondering in vain. In a week rain washed away the baffling riddle, but the seven days' bewilderment of a citizenry as yet unused to outdoor advertising resulted in the circulation of a concocted word that is widely current and is a collegiate bugbear to the students of today.

Canard, the French for duck, has come to be used in characterization of incredible items in the newspapers, and is a word of curious origin. Many years ago a story went the rounds of European journals recounting an alleged experiment in the voracity of ducks. It was said that ten had been taken and one killed and fed to the remaining nine. Of the nine one had then been killed, cut into pieces, and ravenously devoured by the eight. Another having been chopped up was gluttonously gobbled by the seven. And so there finally remained only one duck which perforce must have eaten the other nine! This yarn gave rise to the word "canard" when an improbable or ridiculous story was printed.

Strange is the word saunterer, sprung from La Sinte Terre (the Holy Land), whither pilgrims were wont leisurely to journey. Stranger the word haberdasher, which is said to have been derived from the German *habt ihr das hier?* Another exotic corruption, this time from the French, is *qu'en dirai* (what shall I say of it?) for quandary.

Division members are of two kinds:

There are engines—they pull.

There are cars—they have to be pulled.

Which are you?

A Christmas Poem

God's spirit falls on me as dewdrops on a rose;
If I but like a rose my heart to Him un-
close,
The soul wherein God dwells—what
church can holier be—
Becomes a walking tent of heavenly ma-
jesty.

Lo! in the silent night, a child to God is
born;
And all is brought again, that e'er was
lost or lorn.
Could but my soul, O man! become a si-
lent night,
God would be born in thee, and set all
things aright.

Though Christ a thousand times in Beth-
lehem be born,
If He's not born in thee, thy soul is all
forlorn.
Hold, there! Where runnest thou? Know
heaven is in thee;
Seek thou for God elsewhere, His face
thou'lt never see.

In all eternity no tone can be so sweet,
As where man's heart with God in unison
doth beat.
Ah, would try heart but be a manger for
the birth,
God would once more become a Child
on Earth!

FRA ANGELO (1672)

Watson says of the Bible, it is a rock
of diamonds, a chain of pearls, the
sword of the spirit; a chart by which
the Christian sails to eternity; the map
by which he daily walks; the sun-dial
by which he sets his daily life; the bal-
ance by which he weighs his actions.

On the morning of John's birthday
this notice was found pasted on the
door of his room:

"Remember my birthday; give till it
hurts."

"There was a joyous hostler
Who knelt on Christmas morn
Besides the radiant manger
Wherein his Lord was born.

His heart was full of laughter
His soul was full of bliss
When Jesus, on His Mother's lap,
Gave him His hand to kiss.

Unbar your heart this evening
And keep no stranger out,
Take from your soul's great portal
The barrier of doubt.

To humble folk and weary
Give hearty welcoming,
Your breast shall be tomorrow
The cradle of a King."

Kilmer.

Getting that silent member to take
part in your division activities is like
opening oysters. You never know when
you will find a pearl.

G. I. A. Relief Association

Chicago, Ill., Dec. 1, 1921.

To Division Secretaries:

You are hereby notified of the death
of the following members. The amount,
due not later than December 31, 1921, for
January quarter is \$2.25 for those carry-
ing one certificate and \$4.50 for those
carrying two.

Members insured during December will
pay all of January quarter not later
than December 31, 1921, or forfeit insur-
ance.

Relief secretaries must remit by post-
office or express order, or bank draft if
payable on Chicago, New York, Boston,
Philadelphia or St. Louis, Mo. Personal
checks and those of any other city ex-
cept above named cannot be accepted.

SERIES "B"

Assessment No. 61

Ft. Scott, Kan., October 7, 1921, of
Hemorrhage of Brain, Sister Anna Dixon
of Division 227, aged 43 years. Carried
two certificates dated March, 1920, pay-
able to Harry Dixon, husband.

Assessment No. 62

Madison, Wis., September 26, 1921, of
Diabetes, Sister Laura Scott of Division
238, aged 67 years. Carried two cer-
tificates dated March, 1902, payable to
Lillie Baumgartner, daughter.

Assessment No. 63

Sayre, Pa., August, 1921, of Pernicious
Anemia, Sister Mary E. Parks of Divi-
sion 60, aged 46 years. Carried one cer-
tificate dated May, 1921, payable to Wm.
Parks, husband.

Assessment No. 64

Bloomington, Ill., October, 1921, of
Acute Heart Trouble, Sister Olive Hine-
line of Division 55, aged 48 years. Car-
ried two certificates dated August, 1915,
payable to Geo. Hinelinc, husband, and
Mrs. Anna Stevens, mother.

Assessment No. 65

Birmingham, Ala., October, 1921, of
Abscess, Sister Jeppie Bishop of Division
169, aged 36 years. Carried one cer-
tificate dated August, 1919, payable to
Marvin Bishop, husband.

Assessment No. 66

San Francisco, Cal., September, 1921,
of Heart Disease, Sister Lena Hader of
Division 106, aged 64 years. Carried one
certificate dated February, 1898, payable
to Mrs. Leota Schenk, daughter.

Assessment No. 67

Pittsburgh, Pa., October, 1921, of Apo-
plexy, Sister Anna Gallagher of Division
59, aged 51 years. Carried two certi-
ficates dated July, 1913, payable to Mar-
garet, Ruth and Norman Gallagher,
daughters and son.

Assessment No. 68

Syracuse, N. Y., October, 1921, of Can-
cer, Sister Alice Watley of Division 75,
aged 50 years. Carried two certificates
dated April, 1904, payable to Wm. Wat-
ley, husband.

Assessment No. 69

Los Angeles, Cal., October, 1921, of
Septocaemia, Sister Catherine Cornell of
Division 104, aged 41 years. Carried two
certificates dated February, 1918, pay-
able to Wm. Cornell, husband.

Assessment No. 70

Buffalo, N. Y., October, 1921, of Diabetes, Sister Rose Durkin of Division 232, aged 50 years. Carried one certificate dated August, 1909, payable to Hugh Durkin, husband.

Assessment No. 71

New York City, October, 1921, of Hemorrhage of Brain, Sister Samantha Pierce of Division 234, aged 68 years. Carried one certificate dated August, 1903, payable to Jeannette Barrett, daughter.

Assessment No. 72

Chicago, Ill., November, 1921, of Cerebral Hemorrhage, Sister Henrietta Bronson of Division 166, aged 50 years. Carried two certificates dated March, 1915, payable to Hazel Bronson, daughter.

Assessment No. 73

Corning, N. Y., October, 1921, of Cancer, Sister Emma Doolittle of Division 23, aged 63 years. Carried one certificate dated September, 1898, payable to Alfred, Harriett and Emma Doolittle after all bills have been paid.

Members will pay Relief Secretaries on or before December 31, 1921, or forfeit insurance.

Relief Secretaries must remit to General Secretary and Treasurer by January 5, 1922.

Members in good standing October 31 on October quarter, 13,953 in the first class and 7,428 in the second class.

Mrs. Geo. Wilson,
President Relief Association.
Mrs. Jennie E. Boomer,
Secretary and Treasurer,
7645 Sheridan Road, Chicago.

Home Hunger

There lies a glory on familiar places,
Born of old dreams and long-remembered faces,
Touching all earthly things of mortal fancy
With an unearthly and immortal necromancy.

In that warm light lost hopes have being,
Dim figures live; there clouded eyes have seeing
Beyond the stars mysteriously wheeling,
Beyond Time's slow, inexorable revealing.

All hungers change, forever and forever,
Save the one hungering that changes never;
While that endures there may be cause for laughter—
Laughter, and all the brave hope that follows after.

HAROLD TROWBRIDGE PULSIFER in *Outlook*.

Railroad Car for Museum

The railroad car, in which the armistice was signed, has been sent to the Army Museum at Paris. It is just an ordinary dining car, but is of such historic value that the French government has preserved it as a memorial. The cabinet, table, chairs, etc., have been placed exactly as they were on the morning the armistice was signed.

Walter K. Putney.

What Is a Billion Dollars?

Twenty years ago one spoke in awe of the millionaire. The war got us into the habit of talking in billions. Now we are talking for awhile in dimes, but that doesn't prevent us from being interested in the contemplation of vast sums.

What is a billion-dollars? How many Ohioans can visualize it or form any conception of what it means?

This may help the public to comprehend a billion dollars:

If the total money investment (more than \$1,000,000,000, coming from 125,000 investors) that is required by the public utility companies of Ohio to furnish the people of the state with electricity, gas, telephone and electric railway services, could be turned into solid gold it would weigh 2,330 tons, or more than 5,200,000 pounds!

This gold would have a cubic content of 3,880 feet!

With it you could build a pillar six feet square and towering 108 feet in the air; or Cleopatra's needle of virgin gold six feet square at its base and tapering to a point at a height of more than 430 feet.

A train of fifty-eight railroad cars would be required for transporting the precious metal, with two big engines, one at either end, to move the train.

For storage room the gold would require a vault 8 feet high, 20 feet wide, and 24½ feet long, and there wouldn't be an inch of spare room.

If it were coined into five-dollar gold pieces they would pave a road twenty-five feet wide for more than ten miles.

The money, changed into dollar bills, would measure 166,200 miles, forming a ribbon that would girdle the earth six times and leave two streamers each 8,000 miles long floating behind. A ribbon that would reach more than two-thirds the distance to the moon.

These bills would cover an area of 228,317,433 square feet.

An expert bank teller working eight hours a day, Sundays and holidays included, and counting one bill a second without rest, would take more than 133 years to count them all. If he started to count on January 1, 1921, one of his descendants might count the last bill in the pile about the end of June, 2054!

Farmers retire from business at an earlier age than any other class.

THE JOURNAL

Entered at the Des Moines, Iowa, Postoffice as second-class matter. Accepted for mailing at special rate of postage provided for in Act of October 3, 1917, Section 1103. Authorized on August 11, 1921.

Published Monthly at 19th and Grand Ave., Des Moines, Iowa.

CHARLES H. SALMONS - Editor and Manager
T. P. WHELAN - - - Assistant Editor

Address all matter for publication — Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to **C. H. SALMONS**, Editor and Manager JOURNAL, 1124 B. of L. E. Building, Cleveland, Ohio.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department

Address all money matters to **W. B. PRENTER**, General Secretary and Treasurer B. L. E., 1118 B. of L. E. Building, Cleveland, Ohio. Send New York or Chicago draft, express money order or postal order; never send personal check.

Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the **F. G. E.** as per Section 16 of the Constitution. Also all orders for Division Supplies.

Advertising Department

Correspondence relating to advertising should be addressed to **W. N. GATES CO.**, Managers Advertising, 409 National City Building, Cleveland, Ohio.

THE HOMESTEAD  PRINTING CO.
DES MOINES, IOWA

DECEMBER, 1921

Testimony of Grand Chief Stone Before the United States Railroad Labor Board at the Chicago Conference, October 28, 1921

The greatest gathering of representatives of the public, the employer and the employees was that which assembled in the Coliseum Annex at Chicago on October 28th, to discuss the rights of the railroad workers to engage in a nation-wide strike as a protest against certain things, the first of which was a 12 per cent wage reduction in effect since July 1, 1921. While the latter was the primary cause of the employees taking the strike vote, there were other considerations which exerted an influence towards that end, such as the absolute indifference of the railway executives to the rulings of the railroad labor board, the persistent threats of the railroad executives to make further wage reductions, as well as to demand the elimination of time and one-half for overtime, the repeal of the Adamson

Eight-Hour Law and the wiping out of all wage arbitraries.

Judge R. M. Barton, member of the public group and Chairman of the Labor Board, presided at the meeting, but the investigation was conducted by Ben W. Hooper (formerly governor of Tennessee). G. W. Hanger was the other member of the public group.

The railroad group consisted of Horace Baker, Samuel Higgins and J. H. Elliott; A. O. Wharton, Albert Phillips, of the B. L. F. & E., and Walter McMenimen composing the labor group.

Mr. T. DeWitt Cuyler, Chairman of the Railway Executives, together with a long list of prominent railway officials, from almost every line in the country, represented the railroads.

Arrayed against this combination of brains and power were the Chief Executives of the Train Service Brotherhoods and their executive committees led by Grand Chief Stone as Chairman, assisted by W. S. Carter, President of the Brotherhood of Locomotive Firemen and Enginemen; W. J. Sheppard, President of the Order of Railway Conductors; W. G. Lee, President of the Brotherhood of Railway Trainmen, and T. C. Cashen, International President of the Switchmen's Union of North America.

While the conference was held for the purpose of giving the employees' representatives a chance to show reasons why those they represented had decided to strike on October 30th, it also had the effect of securing for the Railway Labor Board a degree of authority it formerly lacked, for it suddenly seemed to acquire necessary mandatory powers from some authoritative source not originally conferred upon it by the Transportation Act. Had it been given that power in the beginning there would have been no strike on the Missouri and North Arkansas or the Atlanta, Birmingham & Atlantic railroads, and probably no general strike vote.

The strike on those roads were the result of wage reductions made there in excess of that ordered by the Labor Board in its now famous Order 147, effective July 1, 1921, and the failure of that body to enforce its order in those instances, exposed the fact that the board lacked the necessary power to be effective, as the saying is, "had no teeth." A number of other roads violated the orders of the board also,

enough to show their disregard for its authority, but when the employees protested against the 12 per cent reduction and voted to strike, then the Labor Board, formerly so weak and ineffective, suddenly acquired a real punch. The Brotherhoods wanted only a square deal. It was not the 12 per cent reduction alone that was responsible for the strike ballot, but there were threats from the railway executives from various parts of the country to make further, more drastic reductions, and in fact wipe out all the Brotherhoods had gained in recent years, and with the illustration before them of the M. & N. A. and the A. B. & A. railroads, whose managers absolutely defied the orders of the board and got away with it, there was no knowing where the railroads would stop, and if the threatened strike did nothing else it was worth the cost when it removed that doubt in the employees minds. At one stage of the proceedings Mr. Hooper—who conducted the investigation—declared that threats of wage reductions on the part of the railroads did not warrant the men giving them serious consideration, as they were matters having no material existence.

Space forbids our printing the testimony offered in defense of the position of the Brotherhoods by the other labor representatives, but we will give the official report of that part of the proceedings in which Grand Chief Stone, who was Chairman of the labor representatives so ably defended the position of the employees.

Mr. Hooper: Now, Mr. Stone, we would like for you to cover the same ground that has been covered by these other gentlemen for the other organizations.

Mr. Stone: Mr. Chairman and gentlemen: If you will bear with me a little while, I should like to make a brief explanation as to the causes leading up to the present situation, if I may.

Mr. Hooper: Insofar as it is germane to this inquiry, as contemplated by the order of procedure announced by the chairman, of course, you may do so, Mr. Stone. I cannot anticipate what you are going to say, of course.

Mr. Stone: As I read the order, I thought it was elastic enough to cover almost anything. If I am mistaken, please stop me if I exceed the bounds of the order.

The Chairman: We do not read it that way, Mr. Stone.

Mr. Stone: When a man, as the representative of the oldest labor organization, and perhaps the most conservative, stands up and says that they have over a 90 per cent vote, it should naturally follow that you would want to know the cause, or at least some of the causes that have led up to it.

I want to call the attention of the Board first to the fact that I have a compilation here, beginning away back in February of this year. I want first to read to you a list of seven roads, railroads on which decisions rendered by the United States Railroad Labor Board have been violated.

The Chairman: Now, Mr. Stone, you are getting beyond, as I understand it, the scope of the inquiry. The Chair does not want to restrict you or any man in presenting facts bearing on this particular inquiry, but it is not our purpose to sit here and listen to discussions going back into the history of other decisions, or the merits of decisions that we have rendered. If you want to be heard on that, you may be heard at another time and place.

Our inquiry at the present time involves what has been done and what is being done to produce these conditions. Now the first inquiry is as to a violation of our decision, with reference to the reduction in wages ordered by the Board in Decision 147. The other inquiry is concerning what has been done by the executives which you gentlemen say had an influence upon that.

Now, we do not propose to have you go back and discuss past history. We know what we have done, and we know the basis on which it was done, and the Board is not going to entertain any argument or listen to any argument about its previous decisions.

Mr. Stone: Mr. Chairman, I want to call your attention to the fact that Mr. Hooper just finished asking that identical question of Mr. Sheppard, and Mr. Sheppard replied to it.

The Chairman: In regard to what, now?

Mr. Stone: In regard to violations of schedules by these different roads.

The Chairman: Well, now, if there is any road, a party to Decision 147,

that is now violating that decision, you may state what that road is.

Mr. Stone: Not only Decision 147, but every other order of the Board. That has been going on for months, and that has led up to the frame of mind that you find these men whom I represent in.

The Chairman: You are getting outside the scope of the order.

Mr. Stone: All right, Mr. Chairman. If you do not want to hear it, and that is your ruling, I bow to the will of the Board. But I want to call particular attention to one thing. You cite us in here, as I understood your first declaration, because you understood that section 313 of the Transportation Act had been violated.

The Chairman: Yes, sir.

Mr. Stone: Is that correct?

The Chairman: Yes, sir. We understand it is being violated because you are striking on account of our Decision 147.

Mr. Stone: Then I want to respectfully call to the attention of the Board that forty railroads have violated the decisions of this Board, and have not been called in before this Board to answer why.

The Chairman: That is not true, as a matter of fact, but we are not going into that line of discussion at this time. Confine yourself to this particular inquiry.

Mr. Stone: Very well, sir. I take exception to the Board's ruling. I want that as a matter of record. Now, I would like to ask a question, if I may,—and I have no desire to be sarcastic, Mr. Chairman. Unfortunately I speak sharply, but I have got a whole lot at stake here. I have 85,000 men looking to me to represent them.

I would like to ask where there is to be redress for these men if we cannot bring our case before this Board, or public opinion. If we cannot get it in the newspapers, and if we cannot get it before this Board, where can we get it?

The Chairman: You have brought this matter before the Board, I think, and the Board has acted on it, and you can get before the Board, and the bar of public opinion also in the matter. But this Board is making a specific inquiry, and has laid down, by practically unanimous order of the Board—at any rate, by order of the Board—a certain

procedure confining this inquiry within certain limits.

Now, the chairman is going to carry out that order, so far as he is able to do it, and he would ask you to conform with it, and at least show that much respect for governmental agency.

Mr. Stone: I will try to do it, so far as it is within my power, Mr. Chairman, but it places us in a very embarrassing position to be hauled before this Board as violators of law, and not be allowed to plead or state our case.

The Chairman: The fact that there have been other violations of law does not justify this, and we are confining the inquiry within certain limits, as was clearly pointed out in the statement I read this morning.

Mr. Stone: That is perhaps true, your Honor, but I want to call your attention to one fact that the law is applied to all equally, alike, and not one way to the labor organizations, and another way to the railroads.

The Chairman: Go ahead with your statement, Mr. Stone, but confine yourself to the scope of the inquiry that has been suggested.

Mr. Stone: Well, Mr. Chairman, with that kind of a ruling staring me in the fact, I do not know that I have any statement to make.

If you have any questions that you desire to ask me, however, I shall be glad to answer them.

The Chairman: You may proceed, Governor.

Mr. Hooper: Mr. Stone, you have heard the statements made by Mr. Lee and by Mr. Sheppard for their respective organizations, telling just how this strike order, as it affects their organizations, has been brought about.

I would like to ask you whether there is any difference of procedure in your organization from that which has been described in connection with theirs.

Mr. Stone: In a general way, Governor, the law is practically the same, except that I do not order a strike. I simply give permission for the men to leave the service, under our law, and it requires a two-thirds vote on the individual road, from the membership themselves, before that permission can be given.

Mr. Hooper: And I will ask you—I believe it has not been done heretofore—upon what carriers there was an

unfavorable vote on the strike proposition; that is to say, an adverse vote upon it.

Mr. Stone: Governor Hooper, I do not have that list with me, but back of all that I take the position, sir, that it is not relevant to this particular case before the Board at this time.

Mr. Hooper: It is relevant thus far, Mr. Stone, in order that the next inquiry may be made, namely: On the carriers where an unfavorable vote was taken on the strike ballot, has any strike order been issued up until this date?

Mr. Stone: I do not think so. If it has been, it has been through some error of the clerks in getting it out.

Mr. Hooper: That is the only point.

Mr. Stone: I would like to explain that the reason I do not have the vote with me is that I was having it carefully gone over and tabulated by the clerks in my office, and it was not complete when I left the office last night.

If it is relevant to this inquiry, I have no desire to be in contempt of court, or anything of that kind, but I really do not see what difference it makes, except to put the information in the hands of our enemies, that is all.

Mr. Hooper: Well, we are not interested in your enemies any more than we are in you. We are interested in both of you alike—

Mr. Stone: That is fine.

Mr. Hooper: —and we are interested in the public a good deal more than in either of you.

Mr. Stone: And if I may interrupt a moment, the railroad men comprise about three millions of that public that we talk about so loosely.

Mr. Hooper: And we are undertaking to represent you also, as a part of that public.

Mr. Stone: And we also are undertaking to represent a part of the public.

Mr. Hooper: Now, Mr. Stone, with that clear understanding of our respective interest in the public, let us proceed with the inquiry.

Mr. Stone: Yes, sir.

Mr. Hooper: Are we to understand from your statement that the strike order, as issued upon the roads upon which it applies, has been issued in just the same way in connection with your

organization that it has with the others.

Mr. Stone: Yes. Permission has been given for the men to leave the service.

Mr. Hooper: Was that permission given by yourself as the chief executive of the organization?

Mr. Stone: Yes, sir.

Mr. Hooper: After the vote taken in the way, and with the two-thirds majority, to which you have referred?

Mr. Stone: Yes, sir, that is correct.

Mr. Hooper: Now, I will ask you if there is any difference between your organization and the other two, which we have already explained, relative to where the power lies for a cancellation or withdrawal of the strike order.

Mr. Stone: The executive committee, composed of 18 men, six from each chairman's association, east, west and southeast, my associate grand officers and myself have power to call a strike off when a satisfactory settlement is reached.

Mr. Hooper: You mean, you in connection with them, or have you the power within yourself?

Mr. Stone: Myself, in connection with them.

Mr. Hooper: Then you do not claim to possess that power individually?

Mr. Stone: No, sir, I do not.

Mr. Hooper: The cancellation of the strike order would be in fact issued by you; but after instructions from that committee; is that it?

Mr. Stone: The cancellation, or the code message sent out saying, "A satisfactory settlement has been reached," would be placed on the wire after it had been made satisfactory to the executive committee, my associate officers and myself.

Mr. Hooper: That order so placed upon the wire would be signed by you alone?

Mr. Stone: Yes, sir.

Mr. Hooper: But after the authority had been given to you by the officers of your organization, which you have named.

Mr. Stone: That is correct.

Mr. Hooper: I understand you to say, Mr. Stone, that you will file with the Board as a part of the record in this case a list of the carriers upon which a vote was cast by your organization against a strike?

Mr. Stone: I did not say that. I

said I thought that was irrelevant to the question at issue here.

Mr. Hooper: Yes?

Mr. Stone: In my opinion, that is.

Mr. Hooper: Well, I would ask you now whether or not you will file with the Board that information, as the other organizations have signified their willingness so to do?

Mr. Stone: Governor, I think it is absolutely unfair to require that of us, but if the Board orders that I do it, I will do it.

Mr. McMenimen: The board asked Mr. Lee for that information through Governor Hooper, and I asked Mr. Sheppard for it, and as one member of the Board I now ask you for it. I made the statement when I asked Sheppard for it, that I was going to ask you, Mr. Cashen, and Mr. Carter for the same information.

Mr. Stone: I do not think it is any part of, or has anything to do with the present controversy.

Mr. McMenimen: I am not discussing that with you. I am just telling you that as one member of the Board, I want that information.

The Chairman: I have the authority of a majority of the Board to request it. We are trying to locate the responsibility for this disturbance and see if there is any one to stop it, and prevent what we regard as a great calamity to this country.

We want all of the information that will enable us to place the responsibility, and we would request that that be done by you.

Mr. Stone: All right, Mr. Chairman. With all due respect to the Chair, you say you want all the available information, and yet you stopped me from giving you the very information that was fundamental, leading up to the present situation.

Mr. Wharton: Mr. Stone, do not the laws of your organization provide for association voting?

Mr. Stone: No, they do not; individual roads only.

Mr. Wharton: Individual roads only?

Mr. Stone: Yes, sir.

Mr. Wharton: And in that respect the laws of your organization are dissimilar from those of the conductors?

Mr. Stone: In that respect they differ from the conductors.

Mr. Hooper: Now, Mr. Stone, you

signified your willingness, or, rather, not your willingness—

Mr. Stone: No, not my willingness. I bow to the will of the court; that is all.

Mr. Hooper: —or your purpose to furnish the information that will be furnished by the other organizations. When will you have that ready for the Board?

Mr. Stone: I will wire the office tonight and expect to have it here tomorrow. Well, perhaps not before day after tomorrow. It is pretty late now and the office is closed now, or will be in thirty minutes.

Mr. Hooper: You used the same strike ballot with your organization that was used with the other organizations, aside from Mr. Lee's, is that correct?

Mr. Stone: We used the same strike ballot that was used by the O. R. T., B. of L. F. & E., and the Switchmen's Union.

Mr. Hooper: I believe that is all, unless someone else here wants to ask some questions.

Mr. Stone: Mr. Chairman, before I sit down, I again make one more request that I be allowed to state in public at this hearing the causes which led up to the men casting the decisive vote they did in favor of the strike.

The Chairman: If it is limited to what occurred at the meetings with the executives, and so forth, the violations of Decision 147, you may do that. If you are going into a discussion of past conditions and past actions of the Board or the merits of the case, you cannot do it.

Mr. Stone: I am not referring to the merits of the case or criticising the Board, but I do want to say that the decisions of the Board being openly violated by thirty-five roads is as much to blame for the state of mind we find among our membership today as anything else.

The Chairman: File with the Secretary a list of such roads.

Mr. Stone: I would also like to file with your secretary, if I may, a list of the roads—

The Chairman: Now, those roads are parties to this case, this dispute, are they?

Mr. Stone: Yes, I think so. They are all here. I would also like to file a list of seventy-six or more roads that have

served notice on our organization of either a cancellation of the wage agreements or changes in the rules.

Mr. Hooper: May I ask if the cancellation or changes to be brought about by the arbitrary action of the carriers or by conference with the employees and final action by this Board, which?

Mr. Stone: Both. On some of the big roads, where our fighting strength is pretty good, they are going to come to the Board. On the small roads they are going to take the strong arm method.

Mr. Hooper: That is only your anticipation, though? You say they are going to do it.

Mr. Stone: They have done it. We have several cases, many of them.

The Chairman: Now I want to ask you this, Mr. Stone. In those cases where you say they have violated the orders of the Board, have you asked the Board for relief?

Mr. Stone: Yes, sir, we have asked the Board for relief. One of the most striking cases, if I may give an example is the Peoria Railway Terminal Company. We have been trying to get that before this Board.

It has been postponed, postponed and postponed, although it has been filed since last March.

Mr. Daugherty: February.

Mr. Stone: Or February, rather.

The Chairman: We will have that list and where any road is violating the order of the Board, it will take action, if it has not already done so. You, as everybody else, know the immense amount of work that has been thrown upon the Board and the impossibility of disposing of all these cases at once. The Board is not subject to the criticism that it has treated any side partially or that it has neglected to endeavor to discharge its duty. No such position is sustainable and the Chair will not hear any argument on that subject.

Mr. Stone: Mr. Chairman, with all due respect to the Board, I am not trying to criticize, but I am trying to bring this fact before you, that during all this time these men are suffering under this wage reduction.

The Chairman: You say you filed a list?

Mr. Stone: Yes, it is filed. It has been before the Board since February.

Mr. McMenimen: Mr. Stone, as a

member of the Board, I would like to know this list you speak of.

Mr. Stone: I don't want to be in contempt of court.

Mr. McMenimen: I am asking you as a member of the Board.

The Chairman: The Chair will allow you to read it.

Mr. Stone: Atlantic, Birmingham & Atlantic; Missouri & North Arkansas.

Mr. Hooper: Both of those roads are in the hands of a receiver, aren't they?

Mr. Stone: I believe that is the case, but in reading the Transportation Act I see no distinction between a road that is in the hands of a receiver and one that is not.

Mr. Hooper: But you know the federal court did hold there was a distinction in those two cases, don't you?

Mr. Stone: The federal board?

Mr. Hooper: The federal court assumed jurisdiction of those two roads and overruled the will of this Board in those two particular cases, didn't it?

Mr. Stone: I think that is perhaps true.

Mr. Hooper: Yes. Then why do you criticize the Board for a thing that the federal court has done?

The Chairman: There is a special federal statute covering receiverships and their jurisdiction in those matters.

Mr. Stone: The A. B. & A. went into the hands of a receiver to bring it about.

The Chairman: It does not make any difference.

Mr. Stone: If you carry it to its logical conclusion, all that a railroad management has to do is to put the property into the hands of a receiver and it will be without the jurisdiction of this Board. The Interstate Commerce Commission makes no difference between a road that is in the hands of a receiver and one that is not.

The Chairman: Go ahead and read the list.

Mr. Stone: Denver & Salt Lake; Arizona & New Mexico; Nevada Northern; Detroit & Mackinac; Peoria Railway Terminal.

Here is a list of roads on which wage reductions have been placed in effect in violation of Section 301 of the Transportation Act, thirty-three of them. Shall I read them?

The Chairman: Yes, if you wish.

Mr. Stone: Atlanta & St. Andrews Bay,—

The Chairman: They are all short line roads, aren't they?

Mr. Stone: The offense is just the same, your Honor, whether they are short line or long line.

The Chairman: They are not parties to this proceeding, are they?

Mr. Stone: They are under the jurisdiction of this Board, however.

The Chairman: Anyway, as I understand it, the trend of your argument is criticism of the Board.

Mr. Stone: I beg your pardon. I said nothing of the kind. I said the action of the carriers had inflamed the minds of the men, as the result of which the strongest strike vote ever polled by this organization was had. That is what I meant to infer.

Are there any other questions?

Mr. Hooper: Nothing more just now.

The Chairman: That is all thank you.

A Concession to the Brotherhoods

Chairman R. M. Barton, in the presence of prominent railway executives, representing practically all the roads in the United States, gave the Brotherhood Chiefs positive assurance that the railroads would not be permitted in the future to make any changes in wages or working conditions without first securing the approval of the board in a legal way, and any such appeal would not be even considered until all questions of rules and working conditions were settled.

This was practically what the Brotherhoods were contending for, so it must be conceded that after all is said and done they won their objective.

If the railroads try to make the public believe they have won a victory because the employees' representatives declared the strike off they are merely pretending. The real fact of the matter is they are disappointed that the strike did not come off as scheduled, for they evidently saw in the great army of unemployed, an effective weapon to use to disrupt organized labor, "To smash it," as they say.

Calling off the strike was a tactical move on the part of the labor representatives that will gain them and organized labor more credit and more lasting practical benefits for those they represent than a complete victory over capital that would be bought at the expense of the inconvenience and suffer-

ing to the employees and the public that a successful strike would have caused.

The railroad executives boast that if given a free hand they can manage their properties successfully, but recent developments have proven conclusively that if left to their own resources they would soon be on the financial rocks.

The railroads will of course not concede it. They would still "smash" the unions if they could. They would reduce the working classes to slavery. They would substitute the rule of might to that of right; place autocracy high in the saddle again and if permitted would ride rough shod over the most sacred rights of the people, until history would repeat itself in the internal strife that must naturally grow out of such a condition, after which would follow anarchy and revolution that would cost us far more in blood and treasure than our losses in the World War.

The Chicago conference and its peaceful ending has again proven in a manner to convince the most prejudiced mind that organization of the workers is one of the staunchest pillars of this government. The spectacle of the Labor Board, composed of nine men, preventing, in one day's conference with the Brotherhood leaders, the taking place of a nationwide strike which threatened the stoppage of all rail transportation, was a lesson that should not go unheeded by the public, and if our government should lend its aid, or even permit organized capital to try to "smash the unions," as it openly proposes to do, it will have been the greatest mistake in the whole history of this republic.

Will the A. B. and A. Case Be Settled?

The Trainmen on the International and Great Northern railroad have been reinstated after going out on strike in violation of the orders of the labor board, while the employees on the A. B. & A. merely struck against a wage cut that was imposed by the managements of those roads in violation of the transportation act and the direct orders of the railroad labor board. As between the two the fault of the latter employees is the least, and while the labor board had nothing to do with the restoring of the I. and G. N. employees to their positions and their former rights, it

would be only just for that body to use its influence with the federal court to restore the employees on the A. B. & A. to their former standing in the service also.

To do that would be wiping the slate clean and would tend to command a measure of confidence among the railroad employees everywhere in the fairness of the labor board that would remove existing doubt, and pave the way for future peaceable adjustments of differences between the railroads and their employees.

Some Peculiar Angles of the Railroad Situation

A peculiar feature of the activities of the government machinery provided to bring about reconstruction, is that while it provided for the lowering of the price of labor, it made no effort to lower the cost of living. When the wage reduction of railroad employees was ordered by the railroad labor board to take effect on July 1st, there should have been a corresponding reduction made in the rail traffic rates, thus creating a two-fold benefit in that by lowering the transportation tax on all commodities the cost of living would be reduced, and the lower traffic rates would encourage shipping, which would have revived business and thus relieve the unemployment situation which had already assumed serious proportions when the wage cut was ordered.

There is no good reason why the Interstate Commerce Commission (the freight rate making body) and the United States Railroad Labor Board (the wage making body) could not have so co-operated that the wage reduction and the traffic rate reduction could have been made at one and the same time. The only apparent reason why it was not done as later developments prove, was that the railroads wished to enlist the support of public prejudice against the Brotherhoods, and thought it a very good plan to let the public continue to chafe under the yoke of excessive traffic rates, while the paid press was charging it all to the high wages of railroad employees. There is no knowing how much longer the high rates have been held were it not for the strike vote which brought about the conference at Chicago between the railroad officials, the labor board and the chief executives of the Brotherhoods. This

conference brought forth the statement by the labor board that the public would immediately be given the benefit of the 12 per cent wage reduction in reduced traffic rates, something which should have been done when the reduction was ordered for July 1, 1921. Nor would it have been even referred to at the Chicago conference excepting for the pressure brought to bear by the representatives of the Brotherhoods.

A Note of Warning From J. H. Thomas, the Great English Labor Leader

The Honorable James H. Thomas, the English labor leader, in an address recently delivered before the convention of the American of Labor, said "the enemies of labor know very well they cannot overcome a united labor body, for which reason they sow seeds of jealousy and suspicion and bigotry in the ranks of labor in order to disrupt their forces, and then take advantage of the weakness they themselves have created."

We judge from the remarks of Brother Thomas that human nature is about the same in England as in America. Just as easily influenced by the propagandists of Capital who are continually sowing the weeds that choke the growth of all that is good and necessary to labor's success.

The lessons of the past in America should furnish enough evidence to warn the least observing, but the message from Mr. Thomas will help in no small degree to awaken us to a realization of the fact that we must place more confidence in our friends and be a bit more wary of our enemies, else we will miss much of the real benefits to be gained by organization.

Causes and Result of the Strike Vote

There may be some who believe that the calling off of the nationwide strike was a backdown for the railroad employees, and that this back down was the result of the railroad employees fear of the wrath of the public, but they may rest assured it is nothing of the kind. The organized railroad employees themselves represent a part of that same public, in fact is a large part of its producing element, and the justice of their cause may be gaged by the fact that they as well as the rest of the people would have suffered if the strike had taken place, in addition to which

they were jeopardizing their jobs in the bargain.

While it may be said that the strike vote was not the result of threats made by the railroads, it must be conceded that these threats had some bearing on the action of the employees. It is only natural they would, but there were other factors in the case not generally considered, not the least of which was the employees lack of faith in the ability of the labor board to be fair if it wished to be. In proof of this did the employees not see the orders of the labor board ignored by the M. & N. A. and the A. B. & A. railroads? Did they not witness the Pennsylvania and the Erie and a large number of other lines actually putting new working rules in operation that were contrary to the Transportation Act and the rulings of the United States Labor Board? So if it is conceded that the employees were influenced in taking the strike vote, is it anything to wonder at? We think not.

And now, since the strike is declared off, let us consider some results gained by the strike vote. First and foremost of these is the fact that the United States Labor Board, which up to the time the strike vote was taken, the railroad executives regarded as a mere obstacle that could be set aside whenever it was in the way of their doing anything they wished to do, suddenly acquired from the administration mandatory powers not granted by the Transportation Act.

Second: The labor board secured a promise that those railroads, all excepting the A. B. & A. and M. & N. A., which were in the hands of receivers and beyond the jurisdiction of the board, would immediately restore the former working conditions and not make any further changes in wages or working conditions until sanctioned by the board.

Third: That any requests for wage reductions would have to wait their turn on the docket already having 1,300 cases unsettled, which would prevent the board's consideration of any new business much inside of a year.

Fourth: That the benefit of the 12 per cent wage reduction put in effect on July 1st, 1921, would be immediately handed to the public in reduced freight rates, thus affording a new stimulus to business which would go far towards

improving the unemployment situation in all branches of trade, and really be the first remedial step made by the railroads towards commercial reconstruction.

Another development in the Chicago conference that was enlightening, of which the public should know, is, that the railroad executives wanted the strike to take place. They employed every means known to them to bring it about and believed they would be successful. In former like situations you know they put armor plate on the cabs, fitted up stockades for the protection of scabs and made other preparations to move traffic, but in this case there were little, if any, of such preparations made.

Organized labor has gained much in public esteem by calling the strike off, for the public knows that its action was attended with some sacrifice in the interest of the public welfare. It showed plainly that the public has nothing to fear from the organized workers, rather the opposite, for were it not for the perfect organization of railroad men, the 12 per cent wage reduction could not have been put over without strikes and bloodshed here and there, in place of which we see two million of transportation employees accepting a wage reduction without causing the stoppage of a single train.

This speaks volumes in favor of organized labor, and it should weigh in its favor in future controversies over wages and working conditions.

Trying to Knock Henry Ford

The capitalistic press is very much disturbed over the popularity Henry Ford is gaining as an industrial economist. They say now that while he commands the admiration of the public for his philanthropy, he has given it comparatively little.

The fact is if the wages paid his workmen over and above that paid by other employers for the same work was summed up and the difference in the price he charges for his machine to that others would ask the buyers, was added to it the amount would represent a sum much in excess of some who have actually posed as philanthropists, some of them upon money which should have been paid to the workmen who helped to earn it that they might improve their standard of living, be able

to educate their children and lay by some for old age instead of having it go into the pockets of those whose only use for it was to buy public favor by posing before the public as saintly philanthropists who were trying to give their all that "the world would be made better for their having lived" when all the time they were giving what belonged to others.

The policy of Mr. Ford is to share the profits of his business with those who contribute by their labor to the production of it. That is much better, we believe, than to drive the hardest possible bargain with the employees for the price of his labor, as others have done and are doing today, and then contribute the profits earned from that labor to the founding of colleges and other enterprises to perpetuate the name of the givers.

Readers of history in the future will be more discriminating than in the past. The public will understand better and will not accept everything printed at its face value, especially not the flowery eulogies of men who have posed before the people and the world as public benefactors, with other people's money.

The Strike Yet in Style

An editorial in the Philadelphia North American says, "there was a time when labor was justified in resorting to the, supreme measure of the strike, but that dark day has long passed."

We fail to see any reason why, if as the North American says, labor was ever justified in resorting to the strike, that it will not again be justified when all other means fail to secure justice. So the question of labor being justified depends upon the condition it must contend with, as the strike unlike the hoop skirt and the plug hat has not gone out of style.

Congressman Huddleston Asks Rein-statement of A. B. & A. Strikers

Representative Huddleston, Alabama, today sent a telegram to the railway labor board in Chicago, stating that the Atlantic, Birmingham & Atlantic railroad employees went on strike in defense of the board and the law.

The telegram follows:

"In considering the attitude of the railroads to the labor board, I ask that the action of the Atlanta, Birmingham

& Atlanta be considered. In that case, the employees were forced to strike in defense of the law and of the authority of the labor board. They are still striking and the board should see to it that they are put back to work. It is idle to condemn employees who strike when railroad executives are permitted to flout and evade the law and the board's decisions."—*The Southern Labor Review*.

The above request of Representative Huddleston should meet with favor at the hands of the labor board. The strikers on the A. B. and A. as well as those on the M. and N. A. road were acting perfectly within their legal rights when they laid down their tools, and had the labor board been given the mandatory powers which it has today it could have enforced its orders against excessive wage reductions by those companies and averted the strikes on those roads.

There were other roads besides the A. B. and A. and M. and N. A. which took advantage of that weakness of the board, but the strike vote brought the fact home to the minds of the administration at Washington that unless the labor board was given power to enforce its ruling and did so in a manner strictly impartial, it was not only useless but a menace to peace in the transportation industry.

The cause leading up to the strikes on the A. B. and A. and the M. and N. A. railroads proved that as did also later violations of the order of the board by the Erie, Pennsylvania and other roads, all of which had their influence towards bringing on the strike vote which threatened a nation-wide tie up of transportation.

The weakest link in the Transportation Act was the labor board itself, it having power to rule but none to enforce its rulings. This has been all changed. It developed at the recent Chicago conference, which resulted in the calling off of the strike, that the labor board now has power to compel obedience to its orders by the railroads as well as by the employees, so it is but logical to expect that it will set to work to correct the wrong that has been done by the A. B. and A. management and restore the employees of that road to their former rights. The M. and N. A. we understand has "shut up shop," but if so it

is also a pity that the employees of that road should suffer while standing perfectly within their rights in striking in protest against a wage reduction which was a violation of both the Transportation Act and the direct order of the U. S. Railroad Labor Board.

Why Managers Favor the Company Unions

When the railroad labor board denied the Pennsylvania Railroad Company a hearing to reconsider the order of the board that the company depart from its declared policy of only recognizing the company union as representing its employees, it also expressed its opinion why the railroads favor such unions when it said that "of the hundreds of disputes brought before it less than five were brought by and for organized employees."

The conclusion is clear enough. The unorganized employees, whether members of the company unions or not, dare not complain. When the "Pennsylvania" declared it had the sole right to select the delegates to represent the employees to conduct the proceedings and pass final judgment on the results, it merely showed its hand. It showed clearly that it does not intend to grant the employee any liberty of action, any voice in the conduct of affairs concerning him. It means the turning back of the hands of time to the days when men spoke to each other in whispers of the conditions that were manifestly unfair to them and when the autocratic official strutted about with his chin so high he could only see those who were still higher than himself.

The Pennsylvania Railroad Company, with mock generosity, says "it is not averse to hearing complaints from representatives of the men within the company employ." Knowing as it does that these will be comparatively mild and few and far between, it can afford to say that, but it will not recognize the right of the employee to be represented by anyone not in the company employ.

What the company will demand now while this widespread unemployment lasts is one thing and what it will have to submit to later may be different, for it is impossible to legislate in times of business depression for those of prosperity; the reverse is also true, but if the railroads would show just a little

common sense, would treat fairly with men under the ever varying conditions it would be like planting good seed in fertile soil and yield a profitable harvest in the improved loyalty and cooperation of the employees, and would tend to restore that degree of mutual confidence and respect between the men and the company that once existed and which is so essential to peace and good railroading.

The New Pension Law

ARTICLE IV. MEMBERSHIP

Section 1. Membership in the Association shall be confined exclusively to members of the B. of L. E. who are in good standing at the time of making application and at the time of enrollment as members. Age of applicant to be taken from B. of L. E. records and all applications for members must be accompanied by one month's dues, provided, however, that after the passage of this law no application will be received for membership in this Association from any applicant who shall have reached the age of 40 years. It is further provided, however, that all members of the B. of L. E. who are in good standing and under the age of 50 years will eligible to membership in this Association in the event that they make application on or before December 31, 1921. It is also provided that applicants joining the B. of L. E. after the passage of this law will be required to make application for membership in the Pension Association within a period of one year after becoming a member of the B. of L. E. Failure to make application as outlined above forfeits all rights to membership in the Pension Association.

The Promise of the Future

American Railroads is a paper published by the authority of the Association of Railway Executives, 61 Broadway, New York. The issue of November contains the following:

Program of Railroads for Reduction of Wages.

At a meeting of member roads of the Association of Railway Executives, in Chicago, October 14, 1921, the following program was adopted:

"It is therefore resolved that the following program be properly initiated and put into effect:

"1. Application to the United States

Railroad Labor Board, to be filed promptly as possible under the law, for a reduction in wages to train services employes sufficient to remove the remainder of the increase made by the Labor Board's Decision No. 2 (which would involve a further reduction of approximately 10 per cent), and for a reduction in the wages of all other classes of railroad labor to the rate for such labor in the several territories where the carriers operate, with the understanding that concurrently with such reduction in wages, the benefit of the reduction thus obtained shall, with the concurrence of the Interstate Commerce Commission, be passed on to the public in the reduction of existing railroad rates, except in so far as such reductions shall have been made in the meantime.

"That at the time of the announcement of this program a comprehensive statement be issued to the public, pointing out that the railroads cannot, because of the ordinary and irresistible operation of economic laws, make reductions in rates with proper regard to their duty to furnish the public with transportation until there is a substantial reduction in costs; reciting the conditions of the carriers which make this manifest and asking the support of the public and of labor itself in the effort to bring about a proper readjustment of the costs of transportation and the charges made to the public for the transportation service."

The foregoing clearly outlines the future policy of the railroads with regard to wage cuts. One can easily see that whatever concession is made to the public demand in the way of lower traffic rates, must be made up by a corresponding reduction of wages of railroad employes, so the employe is expected to bear all the burdens of railroad reconstruction according to the plan outlined above by the railroad executives.

We are assured by the Railroad Labor Board that application by the railroads for further wage reductions will not be entertained "until questions of rules and working conditions are completely disposed of," for which reason the labor board says, "It will thus become apparent that the employes who are now protesting against a further reduction of wages are crossing bridges long before they can possibly

get to them, and that carriers cannot hasten a wage reduction by applying for it at this time."

The statement of the labor board is rather vague. We do know that the sooner the railroads make application, the sooner it will be given a hearing in the regular turn on the docket of business submitted to the board. We also know that while the labor board has given out the assurance that owing to the volume of business before it, which it will require some time to dispose of, that wage reductions could not be considered for a long time, but with the forming of the South Eastern, then the Western and Eastern Boards of Adjustment, as provided for in the Transportation Act, two of which, the Western and South Eastern, have already formed, a large amount of the business now in the hand of the labor board may be taken care of by these boards, so it may not be so long, as the statement of the labor board may seem to indicate, before further wage reductions will be considered by the board.

We should not try to deceive ourselves by thinking the railroads will not ask for another wage cut. We may argue that efficiency and economy in transportation is largely dependent upon satisfied employes co-operating for the best interests of the company, but that won't get us anything. If the order from above, says wages must be cut, that settles it. Economy of operation has no place in the scheme of modern railroading in which the barons of Wall Street play the music and the railway operating officials dance. The barons of Wall Street may not exert sufficient influence over the railroad board to put another wage reduction across, but time alone will tell the tale.

Peaceable Strikes

"The San Antonio Light" comments editorially on the peaceful manner in which the employes on the International and Great Northern Railroad conducted their recent strike. It says there were no acts of sabotage, no violence or speeches advocating same, not even was there picketing.

While it must be said that this was unusual, it is not at all surprising when you understand the case. In the first place this strike differed from any previous railroad strike in that the railroads wanted it, just as they wanted

strikes on every railroad in the country, so that explains the peaceful manner in which the strike was conducted. If the railroad didn't want the strike it would have imported a small army of thugs and spread propaganda among the employees to stir things up so as to turn public sentiment against the strikers just as has been so often done before.

So it seems that if we have railroad strikes in the future they will likely be peaceable ones like that on the I. and G. N., for the railroads have evidently changed their tactics. The new policy is to invite the strike, even send paid agitators among the employees to start one when it will serve the purpose of the railroad executives to do so.

One could see this policy in operation just prior to the annulment of the recent strike order, but labor failed to walk into the trap. If the strike had gone through it would have been one of the most peaceful in history. That is so far as the railroad executives were concerned. If there were any trouble it would have been caused by the government in its efforts to move traffic. The rail magnates would hie to some winter resorts and await the return of peace after the strikers and Uncle Sam had fought it out to a finish, assured that any property damage resulting from the conflict would be more than made up by the government.

This is a question of vital interest to the labor and the public as well. There should be some means devised to prevent the railroads from starting things and expect the government to finish them, for they may start something that might not be so easy to finish as the strike on the I. & G. N. railroad. The only remedy in sight is for the government to take the railroads out of the hands of the private owners. Such a plan will not only assure fair rates and uninterrupted transportation service, but it will put an end to this three handed "cut throat" game which promises no good either to the public, the government, or organized labor.

It would be well enough if the third party, (the labor board) could be an impartial umpire, absolutely free to act and with power to enforce its rulings, but with the influences of capital blocking it at every step and the power of the federal court employed to protect the railway managers, even when they

have violated the law, there can be little hope for peace on the railroads, not to mention co-operative efficiency between the managers and the employees so much needed at this time.

The Bankers Rule

It is a sad reflection on our republican form of government of Washington and Lincoln and Roosevelt and Wilson that a ring of bankers can control the industries of the country.

We have but to go back to the recent strike vote and view the conditions leading up to it to see how completely the people are within the power of that money combination. It was this same power speaking through the railway executives that said, as President Underwood is reported as saying in Washington, "let the strike come, this is the time for it."

Is there ever a time when we can afford to have a national transportation strike in this country? When Kaiser William thought the time was ripe for a European war he named "the day," but in doing so he was merely voicing the wishes of the ring of bankers in London, Berlin and St. Petersburg and other national capitals, working together like a band of thieves to profit financially while millions suffer the miseries attending the war they created.

There is no time when this country can afford to have a nation-wide railroad strike nor for labor to even threaten to enforce the just demands of labor, always willing and eager to abide by fair rules of constituted authority while capital yields to no power but money and respects no law that restricts its autocratic rule.

It is indeed a sad commentary on our boasted twentieth century civilization when a nation of one hundred and ten millions of people are so completely at the mercy of the bankers' ring that the very safety of the nation is dependent upon its wishes. That it will control industry in times of peace and bring war whenever it serves its purpose to do so.

The only effective force contending today against the bankers' ring is organized labor, for which very good reason it should receive the encouragement and moral support of the public in whose interest it is fighting the unequal, if not hopeless contest for justice.

BANKING

The People's State Bank of Hammond, Ind.

OUR BABY

The little fellow arrived here in Hammond, Ind., on the evening of October 24, 1921, in the form of the First Co-operative State Labor Bank in America, and immediately adopted by the Brotherhood of Locomotive Engineers Co-operative National Bank of Cleveland, Ohio.

For several months the local railroad unions have been trying to organize a local labor bank, and after several conference between Mr. A. J. Marko (Cashier of Peoples State Bank) and committees from the Engineers, Firemen, Trainmen and Trade Labor together with the finance committee of the Cleveland Bank, enough interest was created for the officers of the Cleveland Bank to agree to help us start the bank, provided they be given the controlling interest (51%) which was done.

The Peoples Co-Operative State Bank, as it is now named, is the re-organization of the Peoples State Bank, this establishment was about one year old, capitalized at \$30,000 and doing a good business. In order for us to re-organize this bank, it was necessary for the old stockholders to sell their interests, also change the rules from a private bank to that of a benefactor type, which we wish to assure you was no small task, when you ask business men to give up part of their interests, for the benefit of a community, a good reason must be advanced, or you will get that old favorite reply with a pat on the shoulder and a smile, "We would like to do so, but"; however with the untiring efforts of our general chairman, Bro. Robt. H. Harrington this task was accomplished.

After completing our plans this far, Bro. Wm. B. Prenter, W. E. Futch, E. Corrigan and H. P. Dougherty met with the old and new stockholders, on October 24th, concluded the re-organization, increased the capital stock to \$50,000 with \$5,000 surplus incorporated the same rules as the Cleveland Bank, as to the number of shares, dividends, interest on savings and commercial accounts, etc., and opened for business October 25th, 1921.

In the establishment of this new bank, much credit is given to the founder and cashier of the Peoples State Bank, Mr. A. J. Marko; in fact the impression he made with the officers of the Cleveland Bank is one of the reasons they became interested in our venture, as he is a man of sterling quality and integrity, his heart and soul is for the working men. With this thought in mind, is what induced him to re-organize his bank, take an equal share with the rest of us, and form a labor bank, all for the benefit of the working people.

Mr. Marko is a man with almost a lifetime experience in the banking business, both in this and foreign countries, and has been offered very lucrative positions with other banks, but he prefers to remain where he can do the most good for the greatest number, and we are sorry this nation has few men of such a character.

The officers and directors are men whom a great many of you know and are as follows:

Officers—J. G. Ibach, president; Dr. O. O. Melton, first vice president; Bro. Robt. H. Harrington, second vice president; A. J. Marko, secretary and treasurer; D. E. Gavitt, assistant cashier.

Directors—J. G. Ibach, former judge Appellate Court, Indianapolis, Ind.; A. J. Marko, secretary and treasurer; H. C. Gabier, secretary and treasurer, Indiana State Building Trade Council; J. K. Stinson, attorney at law; Bro. W. E. Futch, president Insurance Association, B. of L. E.; Bro. Wm. B. Prenter, general secretary treasurer, B. of L. E.; Bro. W. S. Stone, G. C. E.; Bro. E. Corrigan, assistant G. C. B. of L. E.; Bro. H. P. Dougherty, assistant G. C. B. of L. E.; Bro. R. H. Harrington, general chairman, Ill. Div., N. Y. C. B. of L. E.; Dr. Onis O. Melton, physician and surgeon.

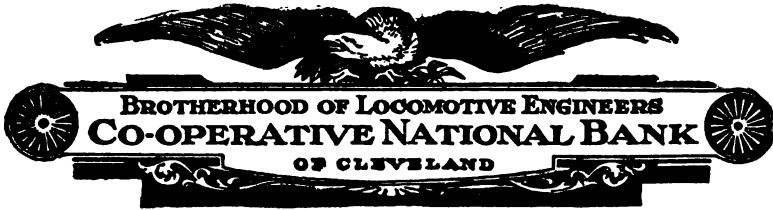
The officers and members of B. of L. E. Div. 682 are very proud of having established the First State Co-Operative Bank in this country, and wish to extend an invitation to all and especially to B. of L. E. men in this territory to visit our bank, get acquainted and boost the cause, and if you have any trouble in disposing of your large pay checks, turn them over to The Peoples Co-Operative State Bank, of Hammond, Ind.

A. C. EHRET, Secy & Treas, Div. 682

WM. B. PRENTER
Vice President and Cashier

WARREN S. STONE
President

W. F. McCALEB
Vice President and Manager



S. R. STONE
Assistant Cashier

H. R. RIED
Assistant Cashier

DIRECTORS

H. E. Wills, F. A. Burgess, E. Corrigan, L. G. Griffing, M. E. Montgomery, H. P. Daugherty, A. Johnston, W. E. Futch, C. E. Richards, W. F. McCaleb, Warren S. Stone, Wm. B. Prenter, C. H. Salmons, H. E. Fehr, W. E. Dunigan, J. H. Cassell, A. C. Steinmetz, E. H. Kruse, Oscar J. Horn, Joseph Hobert, Jr.

Profits Shared With Savings Depositors

The Brotherhood of Locomotive Engineers Co-operative National Bank celebrated the first anniversary of the organization of the bank the first of November. Seven thousand SAVINGS DEPOSITORS participated in the earnings of our first year.

This is the first Savings Dividend ever declared by a National Bank or any other bank so far as we have been able to ascertain.

Out of our profits we have added \$25,000.00 to our Surplus account, have paid stockholders \$60,000.00, and have distributed among our Savings Depositors approximately \$12,000.00 in the form of a dividend.

This Savings Dividend was in addition to the regular 4 per cent credited quarterly on all Savings Deposits.

Open a Savings Account now and Share in Our Profits

"National Bank Safety For Savings"



You Owe Your Family

WHEN you provide for the present comforts of your family, your obligation is but partially discharged. The head of the house also owes his family immunity from legal tangles, embarrassments, and financial loss through a possible mismanagement of Insurance money.

Safeguard the future of your widow and children by executing an **INSURANCE TRUST** with the Brotherhood of Locomotive Engineers Co-operative National Bank.

As Trustee, the Bank will place such insurance money in **SAFE INVESTMENTS**, paying the income periodically to your widow during her lifetime and distributing the principal after her death to your children or to any one you may designate.

**THIS MEANS THE HIGHEST INCOME
OBTAINABLE, CONSISTENT WITH
SAFETY OF PRINCIPAL**

Write the Trust Department for Full Particulars

Member Federal Reserve Bank

| | | |
|--|--------------|--|
| | LINKS | |
|--|--------------|--|

The Merits of Marvello

In reply to request for a testimonial as to the merit of "Marvello" for making a clear vision through windows exposed to steam or rain, I wish to say that it is all that is claimed for it. I used it on my windshield in a 16-hour rain with good results, and it is just as good on cab windows.

C. P. COLLINS, Div. 184.

Boyles, Ala., August 6, 1921.

Mr. P. H. White,

648 Broadway, New York City.

Gentlemen:—While attending B. of L. E. convention held at Cleveland, Ohio, in May this year, your people presented me with a piece of your "Marvello Cloth," and since returning home I have used it and found it all it is claimed to be.

Yours truly,

R. R. HALL,
Locomotive Engineer.

No. 537 Park Row,
Boyles, Ala.

Correction

In the last paragraph on page 643 of August JOURNAL, in the address of Brother H. S. Peter, Division 71, before the Third Triennial Convention, it reads:

"Then there is advertising. There never was a time when it didn't run me as much as 50 cents per garment."

This should read 50 cents per dozen.

EDITOR.

Look Out for This Fellow

A fellow wearing a "Shriners" button, an "Elk's" tooth and claiming to be a member of the B. L. E., is going about the country swindling our members. He is about forty-five years old, about five feet, eight inches in height, medium dark hair, round face smooth shaven, and has a portion of upper teeth broken off.

He dresses well and carries a black hand bag. He gives his name as H. E. Thompson. We have a member by that name in Division 85 who is pestered by bogus checks in his name being presented to his bank, so it would seem

• that the fake Brotherhood man is doing some business, and several instances have been reported to us where he swindled Brothers out of sums ranging from four hundred to one thousand dollars.

Special Notice

Information wanted as to the whereabouts of Brother Edwin Horren, a member of Friendly Hand Division 218, of Montpelier, Ohio. He is seventy-eight years old, wears a heavy gray beard. He left Montpelier, Ohio, about three years ago. Since then nothing has been heard of him. He has fallen heir to a considerable property here at Montpelier, Ohio. Anyone knowing this Brother will please tell him of this notice. Should any Brother know of his death, please advise R. J. Luxan, 222 W. Court St., Montpelier, Ohio.

Notice to Readers, Members of B. of L. E.

Beginning with this issue, *Labor* will be mailed to every individual member of the Brotherhood of Locomotive Engineers, in accordance with action taken at the third triennial convention of the brotherhood.

That no reader of *Labor* may pay twice for his subscription, the following plan has been adopted:

1. Where a division has subscribed for the entire membership and paid subscription price in full, a refund for the unexpired subscription from October 1 will be made to the secretary-treasurer of the affected division.

2. Where divisions have subscribed for the entire membership on the quarterly plan, they will not be expected to make any payments after October 1.

3. Where divisions have taken lodge subscriptions for five copies per week, to be mailed to the secretary, a refund of unexpired subscriptions will be made on application by the secretary.

4. Individual subscriptions not paid by divisions under the plans above outlined will be refunded the unexpired term, or the subscription will be transferred to another, as the subscribers elects.

5. That this plan may be properly carried out, it is requested of each member of the Brotherhood of Locomotive Engineers that he advise promptly what

disposition he desires to make of his unexpired subscription, communicating with W. P. Neville, 404 Machinists Building, Washington, D. C., and furnishing his division number.

Dr. I. E. Archer

The address of Doctor I. E. Archer is 2045 East 18th St., Cleveland, Ohio.

Go Thou and Do Likewise

The B. L. E. Divisions in Columbus, Ohio, have jointly erected a Doctor's Office Building in that city at a cost of \$175,000. The building, which has 79 feet frontage and is 187 feet deep, is located on East Street in the heart of the business district, and every foot of space within it is occupied.

It is now planned by the building committee to erect a Lodge Building adjoining the other. The new structure will include four lodge rooms, ladies and gents parlors and a banquet hall in the basement. On the top floor there is to be an auditorium with a seating capacity of 1,000.

A concert was held in Columbus on October 2, for the purpose of raising funds to promote the work, tickets for which have been sold to the public, so the whole burden of financing the project does not fall upon the members. Stock in both these enterprises are held by members of the various Divisions located in Columbus, and they will no doubt prove to be highly profitable investments.

The Divisions of other cities should take notice of what is being done in Columbus and it would be an easy matter for them to follow suit since Columbus has blazed the way and demonstrated what may be accomplished through hearty and intelligent co-operation.

EDITOR.

Notice

Some of our members are sending changes of address and other correspondence to the JOURNAL at Des Moines, Iowa. This is wrong. All Brotherhood correspondence should be sent to the B. L. E. Headquarters, B. L. E. Building, Cleveland, Ohio.

Seattle's Railway and David Harum's Horse!

Seattle, Washington.—Seattle's municipal railway is like David Harum's horse, which, it will be remembered, was "eating off his head."

That is the comparison made by a writer for the Seattle Post-Intelligencer in verse inspired by the failure of the city to operate its traction line on a paying basis, although fares have been increased three times since the railway was purchased from private interests:

Here is the poem:

Dear Stone & Webster, Boston, Mass.:

We're in an awful mess, alas! Remember back a year or two we bought a street car line from you? Your demonstrator failed to show us how to make the blamed thing go, and thus, although it gives us pain, we'll have to ship it back again. As David Harum might have said, "The hoss is eating off his head."

You know we didn't want to buy; you dished us up a pretty pie! You took us for the well-known hick. I guess we were—we bought the brick. You showed us figures you'd prepared. "A child can run it," you declared "You'll like your little plaything fine, just decorate the dotted line."

You let us heft your one-man cars and monkey with the nickel jars; you showed us how to throw the switch and said the line would make us rich. We'd also have a lot of fun. Yes, anyone could make it run. You said, "No hurry for the pay," and so we bought it right away.

And having bought, we looked around, and to our deep dismay we found, by placing sleuths upon the trail, that we had spent lot of kale. We had a jury probe the deal; we paid three times too much, we feel; and so you're Kiddycars and track we're wrapping up and shipping back.

To own it wasn't any fun. It didn't leave us anyone to roundly cuss when things went wrong. You see, we'd cussed you boys so long it sort of left us in the air. We really were not treated fair. So take your car line, we implore, so we can razz you boys once more.

The Pittsburgh Fifth Sunday Meeting

A fifth Sunday meeting of the divisions of the Pennsylvania Lines East, was held in Pittsburgh, Pennsylvania, on October 30th and 31st. It was held under the auspices of the G. I. A. and B. L. E. divisions within the Pittsburgh district and was attended by 624 registered members from eight different states and the District of Columbia.

The Fort Pitt Hotel was chosen for headquarters. The joint and secret sessions were held in Moose Temple, while the reception and grand ball were held at the Hotel Chapman. Each of the Pittsburgh divisions whose membership was composed chiefly of Pennsylvania men was represented by a chairman with Brother H. H. Mack of Division 772 as general chairman and Brother Roy P. Loughery as secretary. A departure from the regular manner of conducting these meetings was made by inviting B. L. E. and G. I. A. members of other local divisions to attend and they responded in a most encouraging manner, and their presence lent much to the success of the meeting, as it showed, that no matter what road we are employed on, the same old family spirit predominates at any gathering of brothers and sisters of the B. L. E.

The open meeting on Sunday October 30th, was called to order by Brother R. O. Ferron of Division 325, who after briefly outlining the purpose of the gathering, called upon Sister Elizabeth Hienerwald, Grand Vice President of the G. I. A. and Editress of the Woman's Department of the Journal, to open the meeting with prayer.

The chairman then introduced Brother Patterson of Cleveland, Ohio, who is now associated with the Brotherhood Jewelry Company of that city. Brother Patterson spoke on matters of a general nature in a very interesting manner.

It is a pleasure for me to also say here that the expense of holding this meeting was covered by the proceeds from a raffle of a fine standard railroad watch donated by the Brotherhood Watch and Jewelry Company of Cleveland, Ohio, and that there was \$175.00 left over to be held in the treasury to help meet the expense of the next meeting.

The "Brotherhood Watch and Jewelry Company" which is wholly owned by

Brotherhood men, is located at East Sixth street, Cleveland, Ohio. This company offers special inducements for the trade of Brotherhood men, and by its contribution to this Fifth Sunday Meeting shows it is also willing to contribute to promote the fraternal spirit among railroad men.

Brother Wm. Park, general chairman of Pennsylvania Lines East, was then called upon. He asked the assembly to kindly excuse him from a lengthy address owing to his not feeling well, but his interest in his subject made him forget his ailments and he delivered a very interesting discussion of the events leading up to the strike vote and the calling off of the strike order. Brother Parks' address, which ended the morning session, was listened to with close attention.

At the afternoon session, which was secret, a resolution was adopted endorsing the action of Grand Chief Stone and the other train service representatives in calling off the contemplated strike, also a resolution commending Congressman William J. Burke of Pennsylvania for the stand he took in defense of the rights of labor in a recent debate in congress on the present strained relations between the employers and the employes in the various industries.

Brother A. L. Gridley, special organizer and others followed with brief remarks after which the meeting adjourned to meet in Moose Temple Sunday January 30th.

The G. I. A. open meeting was held in Moose Temple also, and the committee of arrangements received many fine compliments for the interesting program prepared which consisted of drills, readings, recitations and vocal and instrumental solos.

The evening was spent in various entertainments, many taking advantage of the courtesy of the Lodge of Moose in a special play, free to B. of L. E. members and families.

Monday, October 31, the party took a free train ride, the courtesy of Mr. R. T. Morrow, superintendent Pittsburgh Division. He visited many places of interest, chief of which was the immense pickle plant of the H. J. Heinz Company, and were shown many courtesies too numerous to mention here.

On Monday evening we assembled at the Hotel Chapman where the grand ball was held, and it proved to be a

fitting ending to so successful a meeting. Words fail me in my desire to properly describe the spirit of good fellowship and all that goes to make such an occasion a success.

A large bouquet was presented to Brother Mack, chairman of the committee of arrangements, and it was regretted there was not one for each member of the committee as they surely were deserving. •

There is good reason to believe that this meeting has done much to keep the spirit of fraternalism alive in this section and we hope that members in other parts of the country will take heed of the good example set by the brothers and sisters of the Pennsylvania Lines East.

The next Fifth Sunday Meeting will be held in Pittsburgh January 29th and 30th, 1922.

E. A. McCONNELL, Gen'l Secy,
Fifth Sunday Meetings.

Bro. Calvin Lawrence Receives Important Appointment

The appointment of Mr. Calvin Lawrence as a Dominion Railway commissioner, as announced yesterday, is an exceedingly popular one among the railwaymen of the country, who have long maintained that at least one of the board should be a practical railwayman.

Mr. and Mrs. Lawrence live at 116 Lisgar street, just opposite the Normal school. They have been permanent residents of Ottawa for the last nine years, and were sessional residents here for some time before that.

The new commissioner has had a wide experience and has been an all round man in many fields of endeavor. He has lived on a farm, been a member of a crack baseball team, been an alderman of St. Thomas for a number of years and mayor of that city for two years. He has also worked his way from brakeman to senior locomotive driver on the old Canada Southern, now the Michigan Central, and has served on hospital boards, street railway commissions, industrial conferences and many other public bodies. He was president for a considerable time of the old Sir John A. Macdonald club of St. Thomas and also president of the Liberal-Conservative Associa-

tion of West Elgin in the palmy days when that was a famous political fighting ground.

A Brakeman in '79

Mr. Lawrence is now a man in his early sixties, but looks much younger. He was born in the township of Wyndham, in Norfolk county, but in October 1879, went to St. Thomas, where he obtained a position on the old Canada Southern as brakeman. After two



Bro. Calvin Lawrence, Div. 132

years in this job, he got himself transferred to the locomotive department, where he was successively fireman, freight engineer and passenger engineer. He ran between St. Thomas and Windsor on the Detroit river till November 1909, when he handled his last passenger run. However, he still retains his seniority on the road and could return tomorrow should he desire to do so. During this time he occupied all the offices in his local division, No. 132, at St. Thomas.

In 1908 he was appointed legislative representative of the Brotherhood of Locomotive Engineers at Ottawa, but for a couple of years the position was merely a sessional one. However, the work grew and in 1910 it was decided he should devote his entire time to the

work. He moved here from St. Thomas in 1912.

For some years Mr. Lawrence had been a St. Thomas alderman and in 1906 he was elected mayor and re-elected in 1907.

During the war he served on the labor committee of the reconstruction committee of the cabinet. He also served with Judge Gunn on the exemption tribunal in connection with the Conscription Act. He has been a delegate to the International Brotherhood convention a number of times and is chairman of the legislative board of the brotherhood both for Ontario and the Dominion.

Two years ago Mr. Lawrence took a prominent part in the Dominion Industrial Conference, where he was a delegate in the group representing the public. So far he has not been officially notified of his new appointment, but has been advised unofficially that the appointment has gone through the cabinet. He is now finishing up his work for the brotherhood and is prepared to take up his new duties at any time.

A Banquet and Smoker Given by Div. 79, Columbus, Ohio

On the evening of October 27th, Division 79, Columbus, Ohio, gave a banquet and smoker in honor of the general committee of adjustment of the Pennsylvania Lines West. About 125 B. of L. E. members were in attendance, including the committee of twenty-seven and visiting members. The hall was beautifully decorated for the occasion. Our chief, Brother B. A. Green is a splendid manager and had us all at work to make the meeting a success. Brother H. R. Karns, general chairman Pennsylvania Lines West, gave a fine address, after which he introduced each member of the general committee. The brothers were taken to the banquet hall at 9 p. m., where there were three large tastefully decorated tables, and a fine supper was served.

After supper all returned to the hall where Brothers Stump and Richman sang several comic songs which pleased the company, after which an old grey headed brother spoke very interestingly of his railroad experiences.

Brother Frank Warne, secretary general committee of adjustment, gave a fine talk on matters of general interest

that was listened to with the closest attention.

Following the speech of Brother Warne, three cheers were given when it was announced that Harry Karns was re-elected general chairman.

Brother John Wrassman, of Division 11, paid us a fine compliment when he said, "Division No. 79 was the 'live wire' division on the Pennsylvania Lines West." Our chief, Brother Green, thanked his entertainment committee for the fine work, the crowd being served promptly without any confusion or delay. He said he had about twenty of the best B. of L. E. workers in the world, and that was the reason the visitors called us the "live wire" division of the Pennsylvania Lines West.

PARD.

The Deserter

It has always been the policy of governments to deal out swift and stern punishment to the deserter. In times of war they have been forced to face the firing squad and even in peace times the man who deserts the army is given a good stiff penitentiary sentence.

This is as it should be. The fellow with the yellow streak is neither ornamental nor useful to any organization, military or otherwise, and that includes labor organizations.

As a rule he is the most rabid jingo in the division in times of peace; when the first war clouds begin to appear on the horizon you can hardly hold him; but when the battle is on he is not there. Not changed in nature you know, but changed in his conduct, and if the prospects of troubles are a bit serious this fellow, who was aching for a battle a few minutes ago, deserts the ranks of his fellows.

But the man who deserts the army or the Brotherhood is no worse, if really as bad, as the one who deserts his wife and family, but fortunately the laws of most civilized countries provide for punishment for this class, for if he will not work to support his family or contribute to their support from his earnings, he is denied his freedom and placed where he will be compelled to work.

But there is another phase of human nature which we will discuss here that needs correction, and that is the fellow who will support his family while he lives but will not make proper provision

for them for the time when he may be no longer with them. There is some excuse for the deserter who lacks the physical courage to face the music, but the fellow who lacks the moral courage to take on a little more of a financial burden in the way of insurance to protect his family, while he is able to do so, has no excuse to offer, and will pay the price in the disrespect to his memory by his friends and his family when it is too late to make amends, for they will all place him in the deserter class where he belongs.

If the men who neglect their responsibilities in that respect could picture to themselves the true conditions as they will appear after his death, he would make more effort to save his good name, but indifference, selfishness, or downright meanness guides him while on earth and blinds him to the penalty that he must pay after death.

There is such a great variety of insurance plans provided by the B. of L. E. that almost any brother's choice of protection can be supplied him. If he has the quality of the deserter in his makeup, however, there is no use talking to him, but if not, he needs to be awakened to the fact that unless he does what is right in the way of protecting his family by insurance, he will be tarred with the same stick as the fellow with the yellow streak, and it is coming to him too.

E. H. KRUSE,
Special Insurance Solicitor.

Bro. J. H. DeSalls, Div. 288, Honored

Brother J. H. DeSalls of Division 288, was recently elected President of the Traveling Engineers Association. Brother DeSalls commenced railroading on the New York Central road as a clerk. He went firing later on and received the appointment of traveling fireman. At that time he was a member of the B. L. F. & E., and was Master and Chairman of the Local Committee of Lodge 101. After being promoted to engineer he joined B. of L. E. Division 288 where he held the offices of Secretary and Treasurer and Secretary of Insurance, besides representing the division as delegate at the Columbus convention. He was appointed to the position of road foreman of engines, later becoming general road foreman and then Master Mechanic, with headquarters at East Syracuse, New York. Brother DeSalls

has been a member of the Traveling Engineers' Association for a number of years and at their meeting in September 1921, was elected President of that body.

The respect and confidence of his associates was shown in the position of honor and responsibility they elected him to, and by his ability and fair dealing he commanded that same confidence and respect in his various official positions.

The members of Division 288, share in the honor shown Brother DeSalls in his latest promotion, and are confident that he will discharge the duties of the office with credit to himself and for the advancement of the aims and purposes of the Traveling Engineers' Association. They also hope and believe that this is but one more step towards positions of greater honors and responsibilities for which he is so well fitted, both by personality and experience.

C. H. WOLBER, Secy-Treas. Div. 288.

Div. No. 4 Celebrates Its Fiftieth Anniversary

Toledo, Ohio, Oct. 12, 1921.

Not many divisions have the honor that fell to Div. No. 4, Toledo, Ohio, on Oct. 12, when the members, wives and enthusiastic friends met at Anthony Wayne Hall to celebrate the fiftieth anniversary of their organization, and also the fiftieth anniversary of Bro. John Mack as their secretary and treasurer.

To inspiring music the speakers and honored guests were escorted to the platform by ladies of Auxiliary Div. 57. All joined in singing America and pledging allegiance to their flag, after which Bro. Torber, Chief Engineer of Div. No. 4, in a pleasing manner welcomed the guest and then gave an interesting history of the fifty years of struggle and progress of the division. At the close of which, with words of praise and commendation presented Bro. Mack with a leather chair, as a token of appreciation.

Many other interesting talks were given. Bro. Chapman, senior engineer of the division, using as his subject "Seniority"; Bro. J. Cainon, a charter member-made a few remarks as did Bro. J. E. Phelps who acted as chaplain the day Div. No. 4 was organized; but who was at that time a member of Div. No. 5; later transferring to Div. No. 4, and now acting as their chaplain.

Rev. P. Hopper, pastor of the Third

Presbyterian Church, gave a wonderful address, using as his theme four lines from Van Dyke's poem:

"Learn to think without confusion
clearly,

Learn to love your fellowman sincerely,
Learn to act from honest motives purely,
Learn to trust in God and heaven
securely."

Not only did the ladies enjoy the men's talk; but the men enjoyed the ladies, when Sister Merriam, President of Auxilliary Div. 57, with a few pleasing remarks as a surprise presented them with \$50.00 in gold, which as Bro. Torber said in his acknowledgement showed a feeling of kinship. Good fellowship and kindly feelings was also portrayed in the beautiful basket of flowers presented to Div. No. 4 by Toledo Div. 457.

At six o'clock all repaired to the Third Presbyterian Church where a splendid dinner was served to over three hundred.

In the evening a short musical program was given at Anthony Wayne Hall, after which dancing and a general good time was enjoyed by all.

MEMBER.

From Cab to Pulpit

This is the story of J. Fred Williams who for thirty-three years has been active in church work.

Mr. Williams some years ago adopted the old Mosaic law of setting aside one-tenth of his earnings and some of his time to the church, and now he has the pleasure of giving his whole time and effort to the work.

Brother Williams states that he would be delighted to receive a card from some of the old members who were in the Brotherhood prior to 1877.

His address is 1202 East 9th Street, Sedalia, Mo.

A BROTHER.

To Unemployed Brothers

Brother R. S. Musgrove Division 283, Oakland, California, writes the JOURNAL that he has a good offer to make any member of good standing in the Brotherhood that is out of employment.

He last year patented a grease cup for automobiles and auto trucks. Anyone sending him \$3.60 will receive a dozen of the cups and information as to instructions by letter how to dispose

of them with a good profit. Agents are wanted for every state in the Union excepting California, Oregon, Washington, Utah and Idaho. If you do not desire to sell the goods after seeing them the company will refund the \$3.60 with the return of the cups sent you.

Address Musgrove, Howard & Company, 430 California Street, San Francisco, Calif.

Labor Resolutions

Whereas, The Farm Labor Union of America, an organization composed wholly of tillers of the soil and with a membership of 100,000, did, through their National Secretary, send to President Harding the following communication, to-wit:

President W. G. Harding, Washington, D. C.

Dear President: After a close study of the strike situation, we, the farmers, realize that we will be affected as much or more than any class of people and we earnestly request that you use your power and influence to settle the strike in a way that will be fair to both sides and the public. We have not received any benefit in the way of freight rates from the wage cuts of last July, neither from the billion and one-half dollars bonus to the railroads from the government. Therefore we are in full sympathy with the employees and we are going to stay with them just as long as we have hog and hominy.

Respectfully,

A. T. CHANEY, National Secretary,
The Church News.

There are few characters in American history who will go down to future generations as truly unselfish. One of them will be J. Eads How, the so-called "millionaire hobo." This man left everything to be able to wander about the land to help the truly "under dog." His mission is to make the hobo element a force in human life. When How's work is fully known, the world will marvel at the great sacrifices he has made to a cause which possessed him and made him leave the palace and go to the cheap lodging house and the prison.

American-made locomotives are being purchased in large numbers by Belgium, Italy, Poland, France and Danzig.

INSURANCE

The New Pension Law

ARTICLE IV. MEMBERSHIP

Section 1. Membership in the Association shall be confined exclusively to members of the B. of L. E. who are in good standing at the time of making application and at the time of enrollment as members. Age of applicant to be taken from B. of L. E. records and all applications for members must be accompanied by one month's dues, provided, however, that after the passage of this law no application will be received for membership in this Association from any applicant who shall have reached the age of 40 years. It is further provided, however, that all members of the B. of L. E. who are in good standing and under the age of 50 years will eligible to membership in this Association in the event that they make application on or before December 31, 1921. It is also provided that applicants joining the B. of L. E. after the passage of this law will be required to make application for membership in the Pension Association within a period of one year after becoming a member of the B. of L. E. Failure to make application as outlined above forfeits all rights to membership in the Pension Association.

Albany Rector Tells D. and H. President Turn to Democrats Was Repudiation of City Government That Accepted Barnes Doctrine on Labor

Holding that the election day result in Albany Tuesday was not a "Republican defeat" or a "Democratic victory," but simply a repudiation by workers of a city government which accepted William Barnes' definition of labor as a commodity, the Rev. Paul Herbert Birdsall, rector of Grace Episcopal church, has written an open letter to Lenor F. Loree, president of the Delaware and Hudson company, which owns the United Traction company, pointing out the "lesson" of the election.

Referring to the Lincoln day speech of Mr. Barnes in Albany before the Republican organization, when he took the side of the traction company as against the striking trolley men, Father Birdsall said "the railroad man, the trolley man and the plain man gener-

ally," were quick to resent Mr. Barnes' pronouncement of the doctrine that labor is a commodity, as a "deadly insult to his manhood."

That Lincoln day address by Mr. Barnes, said Father Birdsall in his letter, assured the city election to the Democratic party.

Declaring that he is "one of the workers" by "deliberate choice," Father Birdsall said:

"We have demonstrated in this election that we can, when we will, turn out the most powerful machine, if we believe that that machine has become the instrument of a corporation, and that we shall watch with careful eye our public servants, and that if they cheat or betray us in the future, we shall turn them out for others until we get 'service.'"

An All-Ball Hunt for Deer in Colorado

There's a heap of difference between running down a blind tiger to its lair and using the cab of a locomotive as a blind for hunting deer in the Colorado Rockies. But the train crew of a freight and two nimrods of Salida, bagged fame and venison during the last open season. As the train approached a certain point where deer have been known to cross the tracks now and, then, several antlered forms were sighted, and one of the party, shooting from the cab window, brought down a handsome buck. The train was stopped long enough to put the prize aboard.

DENVER TOURIST BUREAU,
Denver Col.

Some one, just for a joke, asked for some sweet potato seeds. The clerk hunted all through the seeds, but could find no sweet potato seeds, and finally appealed to the boss. The latter explained that he was being kidded and cautioned him about not letting smart alecks put anything over on him.

A few days later a lady entered the store and asked for some bird seed.

"Aw, go on," grinned the clerk, "you can't kid me. Birds is hatched from eggs."—Ex.

Lord Rayleigh, British scientist, says that by penetrating twenty miles into the earth we could develop an inexhaustible source of heat and power.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 1934-1937

SERIES T

Office of Association, Room 1136, B. of L. E. Bldg.

CLEVELAND, OHIO, December 1, 1921.

To the Division Secretaries L. E. M. L. and A. I. A.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500; \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 147 of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid.

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of death or Disability | Amt. of Ins. | To Whom Payable |
|--------------|--------------------|-----|-------------|-------------------|-----------------------------|------------------------------|--------------|-------------------------|
| 863 | W. J. Higgins | 58 | 302 | Oct. 14, 1900 | Oct. 9, 1921 | Pulmonary tuberculosis | \$3000 | Ada Higgins, w. |
| 864 | Chas. A. Estes | 53 | 666 | Nov. 11, 1902 | Oct. 16, 1921 | Arterio sclerosis | 3000 | Lulu F. Estes, w. |
| 865 | R. E. Evans | 43 | 76 | June 25, 1906 | Oct. 8, 1921 | Right hand amputated | 3000 | Self |
| 866 | Jas. R. Spore | 32 | 46 | Aug. 6, 1918 | Oct. 9, 1921 | Drowned | 1500 | Catherine Spore, w |
| 867 | Wm. P. Gotsick | 37 | 96 | Apr. 16, 1911 | June 24, 1920 | Blind right eye | 3000 | Self |
| 868 | W. J. Reedy | 58 | 155 | Apr. 12, 1902 | Oct. 19, 1921 | Chronic nephritis | 1500 | Edith M. Reedy, w. |
| 869 | W. Harrison | 38 | 381 | Apr. 1, 1913 | Oct. 11, 1921 | Drowned | 4500 | Annie M. Harrison, w. |
| 870 | Philip Unglaub | 73 | 52 | Aug. 31, 1897 | Oct. 18, 1921 | Chronic nephritis | 750 | Merab V. Unglaub, w. |
| 871 | S. B. Colwell | 64 | 166 | Mar. 9, 1895 | Oct. 8, 1921 | Myocarditis | 3000 | Martha J. Colwell, w. |
| 872 | H. C. Niemeyer | 54 | 218 | Nov. 14, 1905 | Oct. 7, 1921 | Pernicious anemia | 1500 | Sophia Niemeyer, w. |
| 873 | J. L. Talmel | 70 | 685 | Mar. 6, 1892 | Oct. 6, 1921 | Chronic pancreas | 3000 | Harry B. Talmel, b. |
| 874 | Dorsey Willoughby | 39 | 374 | Dec. 9, 1917 | Oct. 11, 1921 | Shot | 1500 | Sadie Willoughby, w. |
| 875 | John Maloney | 65 | 13 | July 27, 1901 | Sept. 19, 1921 | Electrocuted | 1500 | Elizabeth Ma'oney, w. |
| 876 | F. D. Whitten | 59 | 61 | July 29, 1895 | Oct. 31, 1920 | Blind left eye | 1500 | Self |
| 877 | G. G. Horne | 47 | 548 | Jan. 22, 1904 | Oct. 18, 1921 | Aorta aneurysm | 1500 | Ella B. Horne, w. |
| 878 | Geo. Foster | 47 | 185 | May 15, 1904 | Oct. 15, 1921 | Cerebral hemorrhage | 3000 | Alice May Foster w. |
| 879 | Jas. M. Worcester | 68 | 447 | June 9, 1890 | Oct. 25, 1921 | Angina pectoris | 1500 | Louisa E. Worcester w. |
| 880 | John H. Courtright | 32 | 296 | Nov. 1, 1914 | Oct. 16, 1921 | Killed | 1500 | Anna Courtright, w. |
| 881 | G. T. Woodson | 45 | 190 | Mar. 4, 1912 | Oct. 20, 1921 | General paresis | 3000 | Nora Woodson, w. |
| 882 | A. P. Remmert | 51 | 71 | Nov. 10, 1906 | Oct. 9, 1921 | Acute dilatation of heart | 1500 | Sara Remmert w. |
| 883 | J. H. Eltringham | 63 | 652 | Oct. 20, 1901 | Oct. 26, 1921 | Gout | 3000 | Maria J. Eltringham, w. |
| 884 | R. H. George | 37 | 47 | May 8, 1916 | Oct. 23, 1921 | Killed | 3000 | Blanche T. George, w. |
| 885 | Albert Flood | 81 | 44 | Nov. 21, 1881 | Oct. 5, 1921 | Acute myocarditis | 3000 | Mary J. Flood, w. |
| 886 | P. E. Brady | 53 | 460 | Jan. 3, 1891 | Oct. 23, 1921 | Myocarditis | 3000 | Emma M. Brady, w. |
| 887 | E. E. Wood | 57 | 454 | Aug. 21, 1891 | Oct. 24, 1921 | Pneumonia | 3000 | Carrie M. Wood, w. |
| 888 | J. Bergenstock | 47 | 652 | June 7, 1918 | Oct. 26, 1921 | Killed | 1500 | Katherine Bergenstock w |
| 889 | Thos. Caffery | 69 | 65 | Apr. 7, 1881 | Oct. 16, 1921 | Arterio sclerosis | 3000 | Caroline Caffery, w. |
| 890 | F. M. Baldwin | 48 | 537 | Feb. 21, 1904 | Oct. 28, 1921 | Pulmonary embolus | 4500 | Myrtle Baldwin, w. |
| 891 | J. D. Hagerty | 56 | 730 | Apr. 22, 1901 | Oct. 24, 1921 | Myocarditis | 1500 | Annie E. Hagerty, w. |
| 892 | A. L. Pillsbury | 73 | 483 | June 16, 1896 | Aug. 31, 1920 | Blind right eye | 3000 | Self |
| 893 | E. J. Lambert | 37 | 786 | Mar. 12, 1916 | Oct. 29, 1921 | Killed | 1500 | Lula V. Lambert, w. |
| 894 | A. M. Wilt | 42 | 437 | Feb. 23, 1909 | Oct. 27, 1921 | Appendicitis | 1500 | Minnie Wilt, w. |
| 895 | W. A. Woolbright | 62 | 207 | July 29, 1899 | Oct. 28, 1921 | Traumatic encephalitis | 1500 | Lillie C. Woolbright, w |
| 896 | Edw. Pender | 55 | 687 | Nov. 19, 1905 | Oct. 14, 1921 | Cerebral hemorrhage | 1500 | Nellie Pender, w. |
| 897 | G. J. Kern | 46 | 644 | Nov. 15, 1914 | Oct. 26, 1921 | Angina pectoris | 3000 | Gertrude G. Kern, w. |
| 898 | A. Palmer | 68 | 288 | June 1, 1901 | Oct. 26, 1921 | Cerebral hemorrhage | 1500 | Mary E. Palmer, w. |
| 899 | G. S. Howe | 62 | 643 | May 7, 1906 | Oct. 4, 1921 | Cerebral hemorrhage | 1500 | Children |
| 900 | Palmer Dean | 46 | 657 | Dec. 19, 1907 | Oct. 20, 1921 | Killed | 4500 | Annie A. Dean, w. |
| 901 | D. G. McAlister | 49 | 85 | Mar. 12, 1902 | Oct. 27, 1921 | Killed | 4500 | Kate B. McAlister, w. |
| 902 | John McDonald | 74 | 2 | Dec. 28, 1889 | Oct. 22, 1921 | Arterio sclerosis | 1500 | Sarah McDonald, w. |
| 903 | Thos. Maitland | 69 | 2 | Jan. 2, 1886 | Oct. 26, 1921 | Apoplexy | 3000 | Eliza J. Maitland, w. |
| 904 | A. A. Campbell | 62 | 599 | Mar. 3, 1902 | Oct. 21, 1921 | Cerebral apoplexy | 3000 | Emma Campbell, w. |
| 905 | F. M. Phelps | 49 | 606 | Aug. 20, 1907 | Oct. 17, 1921 | Killed | 1500 | Mary Phelps, w. |
| 906 | R. B. Atkinson | 73 | 78 | Nov. 5, 1884 | Oct. 20, 1921 | Renal disease | 4500 | Daughters |
| 907 | J. F. Reagan | 64 | 546 | June 16, 1886 | Oct. 31, 1921 | Myocarditis | 1500 | Stee-children |
| 908 | C. E. Hendee | 52 | 466 | Dec. 17, 1894 | Oct. 14, 1921 | Pernicious anemia | 1500 | Margaret F. Hendee, w. |
| 909 | Robert Hart | 49 | 526 | Sept. 23, 1900 | Oct. 28, 1921 | Chronic nephritis | 4500 | Tillie Hart, w. |
| 910 | J. F. Dougherty | 59 | 481 | Aug. 4, 1907 | Oct. 30, 1921 | Nephritis | 1500 | Mary A. Dougherty, w. |
| 911 | F. A. Guinan | 50 | 851 | Aug. 11, 1907 | Mar. 3, 1920 | Illm'nat'ng gas poisoning | 1500 | Jennie V. Guinan, w. |
| 912 | W. J. Edwards | 36 | 187 | May 3, 1919 | Sept. 14, 1921 | Killed | 4500 | Louise Rowley, a. w. |
| 913 | J. M. Donaldson | 49 | 256 | June 13, 1903 | Sept. 25, 1921 | Appendicitis | 3000 | Children |
| 914 | A. C. Moll | 60 | 96 | Oct. 6, 1901 | Oct. 3, 1921 | Arterio sclerosis | 3000 | Augusta C. Moll, m. |
| 915 | F. B. Dills | 53 | 636 | Mar. 13, 1910 | Oct. 6, 1921 | Suicide | 3000 | Amanda Dills, w. |
| 916 | H. E. Murnin | 48 | 491 | Feb. 15, 1915 | Oct. 11, 1921 | Heart disease | 1500 | Mrs. E. F. McFadden s. |
| 917 | Eugene Gooch | 49 | 759 | May 1, 1911 | Oct. 16, 1921 | Paralysis | 1500 | Eugene Gooch, Jr., s. |
| 918 | E. B. Natter | 32 | 497 | May 9, 1914 | Oct. 18, 1921 | Chronic nephritis | 1500 | Daughters |

| No. of Asst. | Name | Age | No. of Div. | Date of Admission | Date of Death or Disability | Cause of death or Disability | Amt. of Ins. | To Whom Payable |
|--------------|------------------|-----|-------------|-------------------|-----------------------------|-------------------------------|--------------|------------------------|
| 919 | John McBride | 53 | 123 | June 30, 1903 | Oct. 18, 1921 | Carcinoma | 1500 | Wife and children |
| 920 | Geo. B. Cruver | 58 | 135 | Dec. 22, 1907 | Oct. 27, 1921 | Acute nephritis | 1500 | Carrie Cruver, w. |
| 921 | W. H. Young | 83 | 475 | Aug. 9, 1887 | Oct. 3, 1921 | Apoplexy | 4500 | Charlotte T. Young, w. |
| 922 | John A. Rice | 37 | 779 | Jan. 21, 1907 | Oct. 6, 1921 | Nephritis | 1500 | Leonora Rice, w. |
| 923 | J. F. Lowe | 46 | 275 | Oct. 12, 1903 | Oct. 17, 1921 | Cerebral apoplexy | 1500 | Mary S. Lowe, w. |
| 924 | Homer Cowden | 53 | 94 | Jan. 5, 1898 | Oct. 24, 1921 | Leg amputated | 1500 | Self. |
| 925 | Thos. Naughton | 78 | 327 | Feb. 1, 1883 | Oct. 31, 1921 | Chronic myocarditis | 3000 | Children. |
| 926 | A. D. Lane | 62 | 401 | Sept. 9, 1893 | Oct. 31, 1921 | Pulmonary tuberculosis | 1500 | Bettie B. Lane, w. |
| 927 | John Heavey | 61 | 71 | Apr. 14, 1900 | Nov. 1, 1921 | Diabetes | 1500 | Daughters |
| 928 | Wm. Lennon | 70 | 4 | Nov. 19, 1897 | Nov. 2, 1921 | Carcinoma | 4500 | Daughters. |
| 929 | Albert F. Knappe | 47 | 238 | June 12, 1909 | Nov. 2, 1921 | Tubes dorsalis | 1500 | Emma D. Knappe, w. |
| 930 | J. J. Casey | 55 | 861 | Feb. 16, 1908 | Nov. 4, 1921 | Cerebral hemorrhage | 1500 | Agnes Casey, w. |
| 931 | J. J. Harrington | 36 | 541 | Apr. 13, 1918 | Nov. 4, 1921 | Appendicitis | 1500 | Abbie Harrington, w. |
| 932 | A. D. Johnson | 60 | 235 | Oct. 29, 1897 | Nov. 5, 1921 | Heart disease | 4000 | Katie Johnson, w. |
| 933 | A. J. Evans | 56 | 230 | July 27, 1902 | Nov. 5, 1921 | Carcinoma of mouth and throat | 3000 | Ida B. Evans, w. |
| 934 | A. R. Cannady | 51 | 471 | May 23, 1904 | Nov. 6, 1921 | Carcinoma | 3000 | Leota B. Cannady, w. |
| 935 | Henry Cassidy | 57 | 145 | Mar. 26, 1905 | Nov. 6, 1921 | Arterio sclerosis | 1500 | Maggie Cassidy, w. |
| 936 | M. V. Warehime | 55 | 214 | Apr. 5, 1914 | Nov. 7, 1921 | Tuberculosis | 1500 | Mrs. M. E. Cochrane, d |
| 937 | G. Kossmann | 51 | 145 | Dec. 1, 1900 | Nov. 8, 1921 | Pneumonia | 1500 | Lena Kossmann, m. |

Total number of Death Claims
Total number of Disability Claims

70 }
5 } 75

Total amount of claims \$177,750.00.

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If anyone can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, beneficiary of our late Brother, J. F. Conrad; amount due, \$464.04.
Mary Agnes Hayes, beneficiary of our late Brother, Wm. E. Hayes; amount due, \$732.00.

James Powers, beneficiary of our late Brother, Michael Powers; amount due, \$136.37.
Mrs. Laura Thorp, beneficiary of our late Brother, F. B. Reynolds; amount due, \$1500.
Mrs. J. A. Tanner, beneficiary of our late Brother, H. M. Robinson; amount due, \$1500.
Jennie Showers, beneficiary of our late Brother, S. E. Ferguson; amount due, \$1436.50.
John McGinnis, beneficiary of our late Brother, W. J. Kelley; amount due, \$1337.52.
Henry Hein, beneficiary of our late Brother, John Hein; amount due, \$1481.40.

NOTICE TO INDEMNITY POLICYHOLDERS

The First Quarterly Premium for 1922 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before December 31, 1921. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

NOTICE TO SICK BENEFIT CERTIFICATE HOLDERS

The First Quarterly Premium for 1922 on your Sick Benefit Insurance is due and payable to your Insurance Secretary on or before December 31, 1921. Failure on your part to pay this Sick Benefit Premium, as provided in Sections 23 and 24 of the Sick Benefit By-Laws, will lapse your certificate and leave you unprotected. Be "on time."

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1865, 1869, 1874, 1878, 1879, 1881, 1883, we would like to purchase them.

W. E. FUTCH, President

C. E. RICHARDS, Gen'l Sec'y-Treas.

STATEMENT OF MEMBERSHIP

For October, 1921.

| | | | | | | |
|---------------------------------------------------------------------------|--------|---------|---------|---------|---------|---------|
| Classified represents | \$ 750 | \$1,500 | \$2,250 | \$3,000 | \$3,750 | \$4,500 |
| Total membership Sept. 30th | 1,260 | 53,858 | 97 | 24,190 | 4 | 5,686 |
| Applications and reinstatements received during the month | | 123 | | 77 | | 31 |
| Total | 1,260 | 53,981 | 97 | 24,267 | 4 | 5,717 |
| From which deduct certificates terminated by death, accident or otherwise | 3 | 301 | 1 | 70 | .... | 9 |
| Total membership Oct. 31 | 1,257 | 53,680 | 96 | 24,197 | 4 | 5,708 |
| Grand Total | | | | | | 84,943 |

FINANCIAL STATEMENT

Cleveland, Ohio, November 1, 1921.

Mortuary Claim Fund.

| | |
|-------------------------------------------------------|---------------|
| Balance on hand October 1, 1921..... | \$ 688,819.81 |
| Bonds | 156,000.00 |
| Received from assessments Nos. 717-20..... | \$198,472.80 |
| Received from members carried by the Association..... | 398.60 |
| Refunds | 9,767.00 |
| Interest from Bank | 936.11 |

| | | |
|--|--------------|------------|
| | \$209,574.51 | 209,574.51 |
|--|--------------|------------|

| | |
|----------------------|----------------|
| Total | \$1,054,394.32 |
| Paid in claims | 152,250.00 |

| | |
|---------------------------------------|---------------|
| Balance on hand October 31, 1921..... | \$ 902,144.32 |
|---------------------------------------|---------------|

Mortuary Expense Fund.

| | |
|--------------------------------------|---------------|
| Balance on hand October 1, 1921..... | \$ 106,409.36 |
| Bonds | 13,124.44 |
| Received from fees | \$ 256.07 |
| Received from 2% | 4,519.74 |
| Refund | 1,164.72 |
| Interest from Bank | 196.15 |

| | | |
|--|-------------|----------|
| | \$ 6,136.68 | 6,136.68 |
|--|-------------|----------|

| | |
|---------------------------|---------------|
| Total | \$ 125,670.48 |
| Expense for October | 5,420.09 |

| | |
|---------------------------------------|---------------|
| Balance on hand October 31, 1921..... | \$ 120,250.39 |
|---------------------------------------|---------------|

Surplus Mortuary Fund.

| | |
|--------------------------------------|---------------|
| Balance on hand October 1, 1921..... | \$ 856,906.49 |
| Bonds | 1,599,622.82 |
| Received in October | \$ 22,661.99 |
| Interest from Bank | 125.01 |
| Interest from bonds | 14,350.22 |

| | | |
|--|--------------|-----------|
| | \$ 37,137.22 | 37,137.22 |
|--|--------------|-----------|

| | |
|----------------------|----------------|
| Total | \$2,493,666.53 |
| Paid for bonds | 28,878.94 |

| | |
|---------------------------------------|----------------|
| Balance on hand October 31, 1921..... | \$2,464,787.59 |
|---------------------------------------|----------------|

Indemnity Claim Fund.

| | |
|-------------------------------------|---------------|
| Balance on hand October 1 1921..... | \$ 208,678.77 |
| Premium received | \$ 69,419.09 |
| Interest from Bank | 112.07 |

| | | |
|--|--------------|-----------|
| | \$ 69,531.16 | 69,531.16 |
|--|--------------|-----------|

| | |
|----------------------|---------------|
| Total | \$ 278,209.93 |
| Paid in claims | 17,397.28 |

| | |
|---------------------------------------|---------------|
| Balance on hand October 31, 1921..... | \$ 260,812.65 |
|---------------------------------------|---------------|

Indemnity Expense Fund.

| | |
|--------------------------------------|--------------|
| Balance on hand October 1, 1921..... | \$ 29,759.31 |
| Received from fees | \$ 32.25 |
| Received from 5% | 3,653.61 |
| Interest from Bank | 7.11 |

| | | |
|--|-------------|----------|
| | \$ 3,692.97 | 3,692.97 |
|--|-------------|----------|

| | |
|---------------------------|--------------|
| Total | \$ 33,452.28 |
| Expense for October | 2,256.71 |

| | |
|---------------------------------------|--------------|
| Balance on hand October 31, 1921..... | \$ 31,195.57 |
|---------------------------------------|--------------|

Sick Benefit Claim Fund.

| | |
|--------------------------------------|--------------|
| Balance on hand October 1, 1921..... | \$ 13,649.98 |
| Premium received | \$ 6,863.05 |
| Interest from Bank | 34.58 |

| | | |
|--|-------------|----------|
| | \$ 6,897.63 | 6,897.63 |
|--|-------------|----------|

| | |
|----------------------|--------------|
| Total | \$ 20,547.61 |
| Paid in claims | 891.43 |

| | |
|---------------------------------------|--------------|
| Balance on hand October 31, 1921..... | \$ 19,656.18 |
|---------------------------------------|--------------|

Sick Benefit Expense Fund.

| | |
|--------------------------------------|-------------|
| Balance on hand October 1, 1921..... | \$ 2,012.46 |
| Received from fees | \$ 32.00 |
| Received from 5% | 361.21 |
| Interest from Bank | 6.72 |

| | | |
|--|-----------|--------|
| | \$ 399.93 | 399.93 |
|--|-----------|--------|

| | |
|---------------------------------------|-------------|
| Balance on hand October 31, 1921..... | \$ 2,412.39 |
|---------------------------------------|-------------|

Special Notices

Traveling card issued to Brother J. T. Reynolds, good until December 31st, has been stolen. If presented kindly take up and return to C. E. Breen, S-T. Div. 37, 1508 Shelby Avenue, Mattoon, Ill.

Henry F. Hansen of Carbon Cliff, Illinois, whose father died recently, is wanted at home to settle estate. Anyone knowing his whereabouts will confer a great favor by notifying Mrs. Henry Hansen, P. O. Box 262, Eldorado, Kansas.

Anyone knowing the whereabouts of E. C. Robertson, Division 435, who has not been heard from since January 4th, will confer a great favor by corresponding with G. L. Glenn, Ins. Sec. Div. 435, Box 374, Hamlet, N. Car.

OBITUARIES.

Jackson, Mich., Oct. 7, diabetes, Bro. B. F. Riley, member of Div. 2.

Jackson, Mich., Oct. 22, heart failure, Bro. J. M. McDonald, member of Div. 2.

Jackson, Mich., Oct. 26, apoplexy, Bro. Thos. Maitland, member of Div. 2.

Toledo, Ohio, Nov. 2, cancer, Bro. Wm. Lennon, member of Div. 4.

Highland Park Home, Sept. 25, heart disease, Bro. Philip Howland, member of Div. 15.

Rochester, N. Y., Oct. 19, Brights disease, Bro. S. Reynolds, member of Div. 18.

East San Diego, Cal., Nov. 4, Bro. F. A. Grissom, member of Div. 25.

Los Angeles, Cal., Sept. 23, Bro. Harry E. Jenks, member of Div. 39.

So. Portland, Me., Oct. 14, high blood pressure, Bro. B. F. Knight, member of Div. 40.

Bourbon, Mo., Oct. 5, heart disease, Bro. Albert Flood, member of Div. 44.

Albany, N. Y., Oct. 9, drowned, Bro. James R. Spoor, member of Div. 46.

Hornell, N. Y., Oct. 23, killed, Bro. Russell H. George, member of Div. 47.

Baltimore, Md., Oct. 18, chronic intestinal nephritis, Bro. Philip Unglaub, member of Div. 52.

Medford Hillside, Mass., Oct. 15, cancer, Bro. L. B. A. Sweetser, member of Div. 61.

Trenton, N. J., Sept. 5, heart failure, Bro. Robt. Rodenbaugh, member of Div. 71.

Louisville, Ky., Oct. 20, chronic cardiovascular disease, Bro. R. B. Atkinson, member of Div. 78.

Worthington, Minn., Oct. 30, carcinoma, Bro. M. C. Carr, member of Div. 82.

North Platte, Nebr., July 18, drowned, Bro. Wm. F. Sheedy, member of Div. 88.

Baltimore, Md., Oct. 29, killed, Bro. C. H. Etchison, member of Div. 97.

Marysville, Kans., Aug. 14, Bro. C. B. Armstrong, member of Div. 107.

Walker Valley, N. Y., Oct. 27, acute nephritis, Bro. Geo. B. Cruver, member of Div. 135.

Indianapolis, Ind., Oct. 26, heart trouble, Bro. John Rogers, member of Div. 143.

New York City, Nov. 6, hardening of arteries, Bro. H. Cassidy, member of Div. 145.

New York City, Nov. 8, pneumonia, Bro. G. Kossman, member of Div. 145.

Decatur, Ill., Oct. 19, complications, Bro. W. J. Reedy, member of Div. 155.

Wilkes Barre, Pa., Oct. 8, heart failure, Bro. Sidney B. Colwell, member of Div. 166.

Fond du Lac, Wis., Oct. 15, apoplexy, Bro. Geo. L. Foster, member of Div. 185.

Montgomery, W. Va., August 2, operation, Bro. Bernard Jenkins, member of Div. 190.

Huntington, W. Va., Oct. 20, general paresis, Bro. George T. Woodson, member of Div. 190.

Davenport, Iowa, Oct. 23, killed, Bro. George H. Haines, member of Div. 200.

Atlanta, Ga., Oct. 28, Brights disease, Bro. W. A. Woolbright, member of Div. 207.

Big Springs, Texas, Nov. 8, boiler explosion, Bro. R. Edwards, member of Div. 212.

Chanute, Kans., Nov. 7, tuberculosis, Bro. M. V. Warehime, member of Div. 214.

Meridian, Miss., Nov. 5, carcinoma, Bro. A. J. Evans, member of Div. 230.

Ft. Scott, Kans., Oct. 13, operation, Bro. C. L. Ireland, member of Div. 237.

Tacoma, Wash., Nov. 2, locomotor ataxia, Bro. A. F. Knappe, member of Div. 238.

London, Tenn., Oct. 24, paralysis of throat, Bro. A. R. Robinson, member of Div. 239.

Jessup, Ga., Sept. 20, Bro. J. M. Donaldson, member of Div. 256.

Troutman, N. C., Nov. 1, kidney trouble, Bro. C. O. Lentz, member of Div. 267.

Pensacola, Fla., Oct. 17, apoplexy, Bro. J. F. Lowe, member of Div. 275.

Berkeley, Cal., Nov. 5, valvular heart disease, Bro. J. A. Sullivan, member of Div. 283.

Grafton, W. Va., Sept. 28, appendicitis, Bro. Albert P. E. Lucas, member of Div. 284.

East Syracuse, N. Y., Oct. 26, Bro. Andrew Palmer, member of Div. 288.

Massillon, Ohio, Oct. 16, scalded, Bro. J. H. Courtright, member of Div. 296.

Chicago, Ill., Oct. 9, tuberculosis, Bro. Wm. J. Higgins, member of Div. 302.

Charlottesville Va., Nov. 6, tuberculosis, Bro. Robt. L. Ponton, member of Div. 317.

St. Louis, Mo., Oct. 31, chronic myocarditis, Bro. Thos. Naughton, member of Div. 327.

Sinking Springs, Pa., Nov. 8, carcinoma, Bro. James T. Ingle, member of Div. 342.

Trenton, N. J., Oct. 11, chronic myocarditis, Bro. Frank C. Shotwell, member of Div. 373.

Portsmouth, Va., Oct. 11, accidentally shot, Bro. Dorsey Willoughby, member of Div. 374.

Smith Falls, Ont., Oct. 11, drowned, Bro. Willoughby Harrison, member of Div. 381.

Crafton, Pa., Oct. 13, apoplexy, Bro. J. R. Edwards, member of Div. 416.

Mechanicsville, N. Y., Nov. 6, Bro. John A. Stanford, member of Div. 418.

Ely, Minn., Nov. 9, apoplexy, Bro. J. A. Graves, member of Div. 420.

Newark, N. Y., Oct. 7, killed, Bro. Michael Gerber, member of Div. 421.

Keyser, W. Va., Oct. 27, acute gangrene, Bro. A. M. Wilt, member of Div. 437.

Fostoria, Ohio, Oct. 25, neuralgia of heart, Bro. J. M. Worcester, member of Div. 447.

Youngwood, Pa., Oct. 29, pneumonia and cirrhosis of liver, Bro. E. E. Wood, member of Div. 454.

Hampton, Va., Oct. 12, Bro. H. I. Gorham, member of Div. 455.

Chillicothe, Ill., Oct. 21, killed, Bro. M. B. Bryan, member of Div. 458.

Springfield, Ill., Oct. 23, complications, Bro. P. E. Brady, member of Div. 460.

Philadelphia, Pa., Oct. 14, pernicious anemia, Bro. Chas. E. Hendee, member of Div. 466.

Trenton, Mo., Nov. 6, carcinoma, Bro. A. R. Cannday, member of Div. 471.

Nashville, Tenn., Oct. 6, heart disease, Bro. F. C. Hanes, member of Div. 473.

Parkersburg, W. Va., Oct. 30, complications, Bro. J. F. Dougherty, member of Div. 481.

Omaha, Nebr., Oct. 11, heart failure, Bro. H. E. Murnin, member of Div. 491.

Belle Plaine, Iowa, Oct. 28, chronic nephritis, Bro. Robt. Hart, Jr., member of Div. 526.

Ft. Wayne, Ind., Oct. 28, heart failure, Bro. F. M. Baldwin, member of Div. 537.

Rosebank, S. I., N. Y., Nov. 4, appendicitis, Bro. James Harrington, member of Div. 541.

Cincinnati, Ohio, Oct. 31, asthma and bronchitis, Bro. J. F. Regan, member of Div. 546.

Peru, Ind., Oct. 18, aneurism of aorta, Bro. George G. Horn, member of Div. 548.

Shreveport, La., Oct. 21, apoplexy, Bro. A. A. Campbell, member of Div. 599.

Salem, Ill., Oct. 21, blood poison, Bro. Frank M. Phelps, member of Div. 606.

DuBois, Pa., Nov. 2, heart failure, Bro. Edward Howe, member of Div. 626.

Beaumont, Texas, Oct. 7, suicide, Bro. F. B. Dilla, member of Div. 636.

Omaha, Nebr., Oct. 4, paralysis and pneumonia, Bro. G. S. Howe, member of Div. 643.

Galesburg, Ill., Oct. 26, heart failure, Bro. George J. Kern, member of Div. 644.

Catawassa, Pa., Oct. 26, killed, Bro. John Bergenstock, member of Div. 652.

Tamaqua, Pa., Oct. 26, gotte, Bro. John H. Eltringham, member of Div. 652.

Revelstoke, B. C., Oct. 20, scalded, Bro. O. Peterson, member of Div. 657.

Revelstoke, B. C., Oct. 20, killed, Bro. P. Dean, member of Div. 657.

Columbus, Ohio, Oct. 6, pancreas, Bro. J. L. Talhelm, member of Div. 685.

Sloux City, Iowa, Oct. 14, bursted blood vessel, Bro. Edward Pender, member of Div. 687.

St. Cloud, Minn., Nov. 6, lung trouble, Bro. E. E. Clarity, member of Div. 695.

San Rafael, Cal., Oct. 9, paralysis, Bro. J. G. Driscoll, member of Div. 704.

Altoona, Pa., Oct. 24, heart disease, Bro. J. D. Hagerty, member of Div. 730.

Altoona, Pa., Oct. 22, pleural pneumonia, Bro. Thos. Moore, member of Div. 730.

Eldorado, Ark., Sept. 26, appendicitis, Bro. A. L. Pittman, member of Div. 738.

Raleigh, N. C., Oct. 16, paralysis, Bro. E. T. Gooch, member of Div. 759.

Birmingham, Ala., Oct. 6, Bro. J. A. Rice, member of Div. 779.

Princeton, W. Va., Oct. 26, killed, Bro. E. J. Lambert, member of Div. 785.

Toronto, Ont., Apr. 3, blood poison, Bro. A. Embury, member of Div. 852.

Winston, Ont., May 11, Bro. F. W. Lewis, member of Div. 852.

Itasca, Wis., Nov. 4, cerebral hemorrhage, Bro. J. J. Casey, member of Div. 861.

ADMITTED BY TRANSFER CARD.

Into Div.

1—R. K. Eva, A. D. McLarty, from Div. 2.

14—V. H. Smith, from Div. 441.

133—Jas. Tocher, from Div. 188.

134—W. C. Cummings, from Div. 61.

135—D. Murray, from Div. 601.

145—H. J. Robinson, from Div. 752.

149—F. B. Caudle, from Div. 247.

158—Wm. Myers, from Div. 766.

171—J. H. Clark, from Div. 767.

191—W. H. Moss, Wm. Smith, C. L. Watson, from Div. 483.

207—Lon Kidwell, from Div. 323.

238—E. L. Vaughan, from Div. 111.

247—Arthur L. Cook, from Div. 149.

250—Harry W. Kline, from Div. 668.

261—G. S. Pearson, from Div. 708.

293—James O'Mallet, from Div. 735.

309—J. H. Nance, from Div. 770.

330—W. H. Sample, from Div. 33.

396—Jas. Higgins, B. M. McHenry, from Div. 234.

399—W. S. Brewster, from Div. 839.

419—Jas. T. Fanton, from Div. 497.

441—L. Culver, from Div. 46.

494—A. E. Preston, from Div. 808.

520—Jas. Kerwan, Bert Lewin, from Div. 519.

522—W. E. Sample, F. J. Shreffler, from Div. 757.

525—C. C. Woodward, from Div. 60.

526—Wm. C. Bauman, T. F. Maher, from Div. 229.

563—G. D. Carlyle, from Div. 320.

583—Geo. A. Mee, from Div. 832.

Fred Chivers, from Div. 855.

694—Edward Parsons, from Div. 204.

708—M. E. Boatman, from Div. 261.

715—C. E. Foulger, from Div. 749.

James Campbell, from Div. 825.

716—W. G. Stinson, from Div. 817.

736—Thos. J. Durham, from Div. 835.

737—E. B. Joyner, from Div. 854.

739—W. B. Clark, M. J. Kelly, from Div. 383.

747—George Harvey, from Div. 70.

789—H. W. Garrett, from Div. 725.

796—J. Partington, from Div. 816.

804—W. T. Bradley, S. H. Johnson, from Div. 698.

818—P. Beauchamp, from Div. 825.

F. O'Brien, from Div. 583.

W. R. Fritz, from Div. 855.

820—Geo. F. Singer, from Div. 385.

823—E. G. West, from Div. 61.

828—A. J. Clayton, from Div. 510.

832—J. F. Runciman, from Div. 715.

Geo. D. Stephenson, from Div. 855.

854—S. H. Fridham, from Div. 832.

J. D. Batchlor, from Div. 878.

855—A. F. McGuire, from Div. 825.

F. Cousland, from Div. 854.

856—B. E. Brandtner, from Div. 634.

858—E. L. Kirchgraber, from Div. 442.

867—C. E. Barry, from Div. 205.

878—Gus Dumas, Jos. Lagrue, from Div. 817.

J. H. Mascript, from Div. 832.

888—D. C. McCarthy, M. W. McConnell, J. B. Sullivan, from Div. 488.

889—J. T. Simpson, from Div. 156.

P. B. Jacobs, from Div. 473.

892—E. P. Brooks, from Div. 236.

REINSTATEMENTS.

| Into Div. | Into Div. |
|----------------------|-----------------------|
| 53—F. W. Polt | 660—B. F. Rugg |
| 77—John J. Wrinn | 665—E. M. Robert-son |
| 97—A. C. Sanger | G. L. Simpson |
| 200—Gustav Kroll | 720—F. W. Walgrin |
| 232—R. E. Williams | 763—George Cornell |
| 299—V. B. Eubanks | Warren Miller |
| 379—C. E. Bidwell | 770—H. H. King |
| 463—J. F. Howard | 786—J. C. Stubbs |
| 557—R. A. Ashworth | 790—T. R. Sikes |
| 561—Walter F. Harris | 818—A. E. Wash-ington |
| 610—H. P. Dennison | 832—George Mee |

WITHDRAWALS.

| From Div. | From Div. |
|---------------------|----------------------|
| 77—H. C. Ovalett | 545—C. A. Everett |
| 205—Herbert M. Cook | 736—A. A. Ezell |
| 244—L. H. Palmer | 740—H. E. Groblebe |
| 310—C. L. Hicks | 802—H. L. McCor-mack |
| 445—W. T. Ballew | 815—John J. Deno |
| P. V. Ham-mersley | 852—H. Magor |
| | 887—C. B. Gaskill |

EXPELLED.

Non-payment of Dues.

| From Div. | From Div. |
|-----------------------|-----------------------|
| 1—H. M. Gascon | 217—H. Root |
| 5—W. S. Royal | 222—A. Conrady |
| 23—Fred Wooten | 225—E. C. Stansel |
| W. K. McGlin-nis | 231—C. J. Crowley |
| Wm. Church | W. A. Smith |
| J. H. Craven | 233—A. E. Bowman |
| W. C. Henny | C. S. Cornwell |
| Morris Holder | 239—Henry Dowell |
| 24—V. A. Pixley | 246—Hubert Kuhn |
| 31—B. J. Hodger | 250—A. C. King |
| 34—W. N. Fairman | 252—H. J. Rodda |
| 40—P. L. Damon | 260—C. H. Heflin |
| A. W. Noyes | 273—H. W. Shreve |
| 42—J. Abby | B. T. Sharp |
| 46—G. A. Bern-strom | F. E. Scott |
| R. C. Henry | F. H. Davis |
| E. L. Hernberg | 273—A. R. Butler |
| R. J. Kent | F. G. Bennett |
| H. C. Kirk | 283—R. Fenner |
| J. F. Kissel-burgh | 285—John C. Chun |
| Aaron Mondov | 287—A. V. Wester |
| John H. Romp | 298—Harry Steele |
| M. Savole | G. C. Schultz |
| Norton Smith | C. M. Earhart |
| W. J. Wads-worth | Carl G. Ander-son |
| 71—Wm. Webb | 299—E. C. Boynton |
| E. T. Hampton | 316—Wm. F. Zim-merman |
| 75—Chas. M. Zech-man | 323—F. F. Chandler |
| Allen Rupp | 327—W. E. Zornes |
| 87—L. E. Corbett | 339—R. T. Crone |
| 88—J. A. Skow | H. H. Male |
| 96—F. A. Isenhardt | A. R. Brothers |
| John Junius | 353—J. F. Hook |
| 96—W. A. Schultz | B. F. Otten |
| 97—H. A. Waltz | 360—C. W. Peck |
| 107—J. W. Johnson | V. H. Smith |
| 121—O. K. Karns | 368—C. E. Trainer |
| 122—H. Lobb | 370—P. J. Conley |
| 143—R. C. Schultz | P. Miller |
| 156—W. H. Jolner | J. S. Smith |
| 165—A. J. Hubler | 410—T. R. Butter-more |
| 168—G. T. Rad-bourne | 416—H. D. Moore |
| 173—Chas. H. Nichols | C. J. McClain |
| 176—W. H. Hatch | W. P. Hoefer-man |
| H. L. Hale | T. E. Daugh-erty |
| 189—W. Brown | 423—A. E. Jackson |
| E. Ireland | 426—W. L. Rose-valley |
| 191—S. A. Win-chester | D. F. Harmon |
| C. C. Warren | H. Friedman |
| 207—S. H. Hicks | 463—J. O. Martin |

| From Div. | From Div. |
|-----------------------|------------------------|
| 464—S. J. Hadley | 707—Wm. J. Bren-nan |
| A. Kiddy | Jos. Hoffer, Jr. |
| C. McCleary | Jas. F. Megil-legan |
| 478—J. R. Hibbard | I. C. Noll |
| 487—Jos. Creighton | 708—Wm. W. Gor-don |
| 488—R. J. Cahill | 729—Dan Madaline |
| F. E. Roberts | 730—H. H. Lykens |
| J. W. Mc-Mahon | 735—R. H. Bank |
| 506—A. F. Watts | F. A. Turner |
| 511—W. B. Ronk | J. Swan |
| E. Stafford | D. D. Renner |
| 514—E. A. Collins | F. C. Hutton |
| 525—M. J. Ribyn | J. G. Ferry |
| 555—J. O. Hutchin-son | P. P. Faulds |
| 559—F. N. Seville | W. H. Devis |
| 583—J. J. Best | 749—W. D. Hudson |
| Alex Swift | 753—Geo. Cornell |
| G. D. Law | 769—J. H. Pressly |
| G. B. Hyde | W. T. Hartman |
| Geo. Donahue | 772—W. J. Camp-bell |
| W. M. Crerar | 785—H. R. Stafford |
| Wm. Lewis | J. L. Shanks |
| 585—W. A. Mason | 786—J. T. Maddox |
| John Paulette | 794—E. W. Ander-son |
| W. R. Hall | 802—Geo. Anderson |
| 589—H. J. Cottrell | 807—R. B. Bigelow |
| 602—J. L. Fullerton | 815—W. E. Schmitt |
| 614—H. E. Smith | 829—C. M. Marcum |
| B. B. Jackson | 830—R. B. Todhun-ter |
| John R. Hud-son | 844—R. O. Decker |
| Geo. A. Hen-derson | 849—R. R. Shackle-ford |
| Roy Colbert | 852—A. R. Barrie |
| Glenn Bicker-ton | T. C. Wilson |
| 617—E. T. Powers | W. W. Walters |
| 622—C. V. Witly | W. J. Vaughan |
| W. C. Elrod | G. Topley |
| A. Barry | J. E. Thomson |
| 632—A. A. Hall | R. C. Sargent |
| 635—R. E. Ray | D. Napier |
| 639—M. Smith | W. Morrison |
| 644—Chas. A. Mc-Grury | M. J. Kenney |
| C. E. Schulze | J. J. Coulter |
| W. F. Coun-tryman | G. M. Lusk |
| E. W. Wilkle | F. W. Clarke |
| 652—Chas. Long | E. A. Daigle |
| 668—J. W. Uleh | John Ferguson |
| 682—G. H. Starks | D. Martin |
| Robt. Ponelett | G. B. Poles |
| J. L. Harrier | A. W. Hunter |
| 683—Arthur Spanti-kow | 852—J. Humphreys |
| Grover Baug-her | R. R. Granger |
| Robt. N. Cun-ningham | R. R. Fair |
| 693—J. P. Toranto | J. Downs |
| Edward J. Powers | Geo. Dodson |
| Wm. J. Moffett | 854—Harry Burne |
| 700—Chas. F. Betry | 860—R. S. Norton |
| | 870—F. H. Barker |
| | 887—S. W. Rixey |
| | J. E. Martin |
| | W. H. For-rester |
| | 888—Ross Krebs |
| | Fred W. God-dard |

For Other Causes.

| From Div. |
|------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4—G. E. Duryea, forfeiting insurance. |
| 8—H. Nelhaus, forfeiting insurance. |
| 10—W. P. Green, forfeiting insurance. |
| 11—A. C. Booth, M. Holland, G. McCool, E. A. Manning, F. R. Patterson, W. J. Russell, I. G. Spear, forfeit-ing insurance. |
| 25—J. W. Barnes, C. F. Coats, C. F. Lahey, R. D. Laughlin, W. R. Os-born, G. E. Vaughn, C. B. Wright, violation of obligation, forfeiting insurance. |
| 44—E. M. Benedict, forfeiting insur-ance. |

From Div.

- 46—Thos. Ormsby, forfeiting insurance.
 53—G. O. Tobin, T. F. Whitley, forfeiting insurance.
 55—Jas. H. Nevin, violation of obligation.
 71—E. A. Cook, C. W. Ensinger, W. W. Miles, A. R. Miller, M. J. Seymour, A. Thompson, G. Westcoat, E. Woodland, forfeiting insurance.
 97—E. H. Brown, F. L. Christopher, M. Lowman, W. H. Porter, forfeiting insurance.
 101—H. B. Falls, forfeiting insurance.
 107—J. A. Lawnick, forfeiting insurance.
 126—S. P. Newbill, forfeiting insurance.
 130—Archie Hacker, forfeiting insurance.
 156—A. Lincoln, forfeiting insurance.
 178—John H. Rose, not corresponding with Division.
 203—Daniel Welsh, forfeiting insurance.
 207—S. G. Pyron, forfeiting insurance.
 273—F. L. Henretta, B. I. Pease, forfeiting insurance.
 290—E. E. Landis, forfeiting insurance.
 295—A. W. Gowen, forfeiting insurance.
 309—W. C. Clark, J. S. Pedrick, G. H. Wellborn, forfeiting insurance.
 314—M. R. Marshall, forfeiting insurance.
 353—A. A. Smith, M. T. Trimper, forfeiting insurance.
 J. A. Ward, violation of obligation.
 370—G. W. Jacobs, forfeiting insurance.
 399—O. N. Gildersleeve, Thos. C. Hunt, forfeiting insurance.
 416—C. H. McMurray, W. W. Minor, forfeiting insurance.
 418—G. R. Cobb, forfeiting insurance.
 419—Ralph Falk, forfeiting insurance.
 437—C. A. Maler, forfeiting insurance.
 497—H. Fauth, W. J. Jones, Thos. O'Donnell, Carl A. Wieder, forfeiting insurance.
 503—Richard Kerchoff, forfeiting insurance.
 526—W. V. Ulin, forfeiting insurance.
 566—S. M. Wing, forfeiting insurance.

- 580—W. B. Wills, forfeiting insurance.
 583—J. S. Crerar, violation of obligation.
 639—Jas. D. Merritt, forfeiting insurance.
 645—W. E. Burandt, forfeiting insurance.
 682—Leroy Clark, forfeiting insurance.
 683—F. North, violation of Sec. 28, Statutes.
 728—C. Coulter, H. Deevy, F. Price, forfeiting insurance.
 743—S. A. Mayes, forfeiting insurance.
 794—Claude Hadden, forfeiting insurance.
 851—J. T. Crawford, DeWitt Denny, forfeiting insurance.
 885—E. Pelletier, J. H. Robinson, violation of obligation.

Paper From Many Kinds of Bark

Fifty kinds of bark are now used to manufacture paper, besides banana skins, bean stalks, pea vines, coconut fiber, clover and hay, straw, fresh water weeds, sea weeds and over 150 kinds of grasses.

Good Manners

Some wise person has said that "good manners are surface Christianity," and an essential part of good manners is unselfishness, constant thought of others and study of the other person's viewpoint.

The Boston Transcript puts out a good color scheme for men, which is to keep in the pink of condition, be well read, treat everybody white and do things up brown.

If you have changed your address, or your JOURNAL address is not correct, fill out this form and send same to Mailing Clerk, NINETEENTH AND GRAND AVE., DES MOINES, IOWA, or 1126 Engineers' Building, Cleveland, Ohio, and it will receive prompt attention.

THE B. of L. E. JOURNAL

OLD ADDRESS

Name

Division Number

Box or Street No.

P. O. State

NEW ADDRESS

Box or Street No.

P. O. State

Be on Time When the Time Comes

**Always Carry an Automatic
for Your Protection!**

THIS \$22.00 GUN FOR \$8.75
SHOOTS COLT'S CARTRIDGES



25-Calibre Regulation 7-Shot,
Blue Steel, Handsome Auto-
matic; accurate and reliable;
highest grade material and
workmanship; double safety at-
achment makes accidental dis-
charge utterly impossible; per-
fect grip; small, compact; you
need this gun for your protec-
tion. Regular value \$22; get
they last one now, No. 183, while
they last **\$8.75**

25 MILITARY MODEL
AUTOMATIC FOR \$11.75
Just like they used "Over There." A MAN'S gun, built
for hard service. 32-calibre, with EXTRA magazine free.
A 10-shot gun, regularly sold for \$25. Our price NOW,
for 32-Calibre No. 285, while they last... **\$11.75** Prepaid



his \$35 SWING CYLINDER is one of the
best revolvers ever made; double action,
solid frame. Nickel or Blue finish. Shoots
& W. long cartridges. Order one NOW.
2 Cal. No. 433 **\$17.00**
8 Cal. No. 433-A **\$15.50**

Or with Pearl Grip, \$3.00 extra.
All Orders Promptly Filled Upon Receipt of Cash or
Money Order, or if you prefer

SEND NO MONEY

by Postman on arrival. Order by number. Full satis-
faction guaranteed or MONEY BACK. BANK REFER-
ENCE, Fidelity-International Trust Co., New York.

IMPORT TRADING CO.

25 BROADWAY (Dept. 33)

NEW YORK

The Railroad Man's Company

The Name
"CONTINENTAL"

on your policy means

PROTECTION
The latest policies provide

INCOME FOR LIFE

for total disability, accident or illness. If
you have a CONTINENTAL policy you and
your family are protected, no matter what
happens (the unexpected is always happen-
ing).

Before it is too late, see our agent or write,
CONTINENTAL CASUALTY COMPANY

H. G. B. ALEXANDER, President

General Office: Chicago, U. S. A.

Canadian Head Office, Toronto

Best Policies — Best Service

When writing to advertisers, mention this Journal.

ENGINEERS

Advancement is assured by

McShane's New Book

THE
LOCOMOTIVE
UP TO DATE

893 Large Pages. Fully Illustrated.

Covers every type of Valve and
Valve and Gear, Air Brakes, Blows
and Pounds, Breakdowns, Combust-
ion, Stokers, Superheaters, etc., etc.

*Satisfaction guaranteed. Write
for a descriptive circular.*

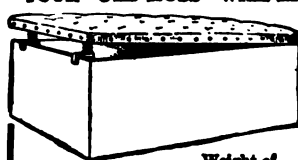
Bound in Fine Leatherette. Price \$5.00

Sent prepaid to any address upon receipt of price

GRIFFIN & WINTERS

122 West Monroe Street :: Chicago, Ill.

YOUR "OLD HOSS" WILL RIDE LIKE A PULLMAN



If your seat is cush-
ioned with a pair of
Lance Shock Absorbers.
They're simplicity itself
and yet what a difference
they make in the
"long run!"

They relieve backache
and kidney trouble. Be
sure to give your weight
when ordering.

Weight of
Springs about 2 lbs.

Sold on 30-day-money-back guarantee for \$1.00 a pair

A. F. LANCE 6524 S. Green St., Chicago,
or 208 Moran Bldg., Decatur, Ill.

PILES DON'T BE CURED

Until You Try This
Wonderful Treatment!

My internal method of treatment is the cor-
rect one, and is sanctioned by the best informed
physicians and surgeons. Ointments, salves and
other local applications give only temporary relief

If you have piles in any form write for a FREE sam-
ple of Page's File Tablets and you will bless the day
that you read this. Write today.

E. R. Page, 347G Page Bldg., Marshall, Mich



A Matter of Every-day Discussion

TWO generations of railroaders have known, worn and liked McDONALD SHIRTS. The Off-Duty types, as well as those for *duty hours*, have been made to serve best the purposes for which they were intended.

Materials chosen for strength and wear have been made into garments roomy, strong and well-finished in every respect.

When you wear a McDonald Shirt that pleases you in style or color, it can be always duplicated exactly.

McDonald Shirts are standardized in quality and patterns.

If you do not find them readily at your dealer's, please write us.



R. L. McDonald Mfg. Co.

St. Joseph, Mo.

